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SESSIONAL PAPERS

VOLUME 9

THIRD SESSION OF THE TENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1906-7

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VOLUME XLI

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1. Report of the Auditor General, for the fiscal year ended 30th June, 1906. Partial report presented 9th January, 1907, by Hon. W. S. Fielding; also 4th February; 7th February; 21st February; 22nd February, 1st March........................*Printed for both distribution and sessional papers.*

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2. Public Accounts of Canada, for the fiscal year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier ....*Printed for both distribution and sessional papers.*

3. Estimates of the sums required for the services of Canada for the year ending 31st March, 1908. Presented 29th November, 1906, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

3*a*. Supplementary Estimates for the fiscal period of nine months ending 31st March, 1907. Presented 22nd January, 1907, by Hon. W. S. Fielding......*Printed for both distribution and sessional papers.*

4. Further Supplementary Estimates for the period of nine months ending on the 31st March, 1907. Presented 2nd April, 1907, by Hon. W. S. Fielding....*Printed for both distribution and sessional papers.*

5. Supplementary Estimates for the year ending 31st March, 1908. Presented 19th April, 1907, by Hon. W. S. Fielding........ ....*Printed for both distribution and sessional papers.*

5*a*. Further Supplementary Estimates for the year ending 31st March, 1908. Presented 25th April, 1907, by Hon. W. S. Fielding... .. ..*Printed by both distribution and sessional papers.*

6. List of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1906. Presented 25th April, 1907, by Hon. W. S. Fielding...... .... .*Printed for both distribution and sessional papers.*

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7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to December 31, 1906.
Printed for both distribution and sessional papers.

8. Report of the Superintendent of Insurance for the year ended 31st December, 1906.
Printed for both distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1906.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 4.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1906. Part I.—Canadian Trade. Presented 11th February, 1907, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

10*a*. Report of the Department of Trade and Commerce, for the year ended 30th June, 1906. Part II.—Trade of Foreign Countries and Treaties and Conventions.
Printed for both distribution and sessional papers.

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11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier......*Printed for both distribution and sessional papers.*

12. Inland Revenues of Canada. Excise, &c., for the fiscal year ended 30th June, 1906. Presented 18th December, 1906, by Hon. W. Templeman.........*Printed for both distribution and sessional papers.*

13. Inspection of Weights, Measures Gas and Electric Light, for the fiscal year ended 30th June, 1906. Presented 27th November, 1906, by Hon. W. Templeman.
Printed for both distribution and sessional papers.

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14. Report on Adulteration of Food, for the fiscal year ended 30th June, 1906. Presented 3rd April, 1907, by Hon. W. Templeman....................*Printed for both distribution and sessional papers.*

15. Report of the Minister of Agriculture, for five months ended 31st March, 1906. Presented 27th November, 1907, by Hon. S. A. Fisher. ....*Printed for both distribution and sessional papers.*

16. Report of the Directors and Officers of the Experimental Farms, from 1st December, 1905, to 31st March, 1906. Presented 27th November, 1906, by Hon. S A. Fisher.
Printed for both distribution and sessional papers.

17. Criminal Statistics for the year ended 30th September, 1906.
Printed for both distribution and sessional papers.

17*a*. Census of the Northwest Provinces, Manitoba, Saskatchewan and Alberta, 1906. Presented 7th February, 1907, by Hon. S. A. Fisher......... *Printed for both distribution and sessional papers.*

17*b*. Return of By-elections for the House of Commons of Canada, held during the year 1906. Presented 15th April, 1907, by Hon. W. S. Fielding........*Printed for both distribution and sessional papers.*

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18. Report on Canadian Archives, 1906 ....*Printed for both distribution and sessional papers.*

19. Report of the Minister of Public Works, for the fiscal year ended 30th June, 1906. Presented 21st January, 1907, by Hon. S. A. Fisher............*Printed for both distribution and sessional papers.*

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19*a*. Reports of the International Waterways Commission, 1906.
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20. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1906. Presented 9th January, 1907, by Hon. H. R. Emmerson.
Printed for both distribution and sessional papers.

20*a*. Canal Statistics for the season of navigation, 1905..*Printed for both distribution and sessional papers.*

20*b*. Railway Statistics of Canada for the year ended 30th June, 1906. Presented 21st February, 1907, by Sir Wilfrid Laurier.... . ...*Printed for both distribution and sessional papers.*

20*c*. First Report of the Board of Railway Commissioners for Canada. February 1st, 1904, to March 31st, 1906. Presented 14th March, 1907, by Hon. H. R. Emmerson.
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21. Report of the Department of Marine and Fisheries (Marine), for the year ended 30th June, 190 Presented 11th March, 1907, by Hon. W. S. Fielding.
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21*a*. (No issue for 1906).

21*b*. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada on the 31st December, 1906.
Printed for both distribution and sessional papers.

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22. Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*

22*a*. Further contributions to Canadian Biology, being studies from the Marine Biological Station of Canada, 1902-1906. ....*Printed for both distribution and sessional papers.*

23. Report of the Harbour Commissioners, &c., 1906...*Printed for both distribution and sessional papers.*

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24. Report of the Postmaster General, for the year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier.....................*Printed for both distribution and sessional papers.*

25. Annual Report of the Department of the Interior, for the fiscal year ended 30th June, 1906. Presented 9th January, 1907, by Hon. F. Oliver..*Printed for both distribution and sessional papers.*

25*a*. Interim Report of the Commissioner of the Yukon Territory, December, 1906. *Printed for both distribution and sessional papers.*

25*b*. Report of the Surveyor General of Dominion Lands, for the year ended 30th June, 1906. *Printed for both distribution and sessional papers.*

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26. Summary Report of the Geological Survey Department, for the calendar year 1906. Presented 16th January, 1907, by Hon. S. A. Fisher. ....*Printed for both distribution and sessional papers.*

26*a*. Annual Report of the Mineral Industries of Canada, 1905. Section of Mines. *Printed for both distribution and sessional papers.*

26*b*. Report on the Cascade Coal Basin, Alberta.......*Printed for both distribution and sessional papers.*

27. Annual Report of the Department of Indian Affairs, for the fiscal year ended 30th June, 1906. Presented 9th January, 1907, by Hon. F. Oliver......*Printed for both distribution and sessional papers.*

28. Report of the the Royal Northwest Mounted Police, 1906. Presented 22nd February, 1907, by Sir Wilfrid Laurier.............................. .*Printed for both distribution and sessional papers.*

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29. Report of the Secretary of State of Canada, for the year ended 31st December, 1906. Presented 25th April, 1907, by Hon. W. S. Fielding.............*Printed for both distribution and sessional papers.*

29*a*. Minutes of the proceedings in Conference between Members of the Government and of the various Provincial Governments, assembled at Ottawa, October, 1906. Presented 9th January, 1907, by Sir Wilfrid Laurier........... . ...*Printed for both distribution and sessional papers.*

30. Civil Service List of Canada, 1906. Presented 14th January, 1907, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers,*

31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1906. Presented 24th April, 1907, by Hon. W. S. Fielding..... ...*Printed for both distribution and sessional papers.*

32. Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1906. Presented 15th April, 1907, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

33. Report of the Joint Librarians of Parliament. Session of 1906-7. Presented 22nd November, 1906, by the Hon. The Speaker. ... .*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1906. Presented 11th January, 1907, by Hon. A. B. Aylesworth. *Printed for both distribution and sessional papers.*

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35. Annual Report of the Militia Council of Canada, for the year ended 31st December, 1906. Presented 21st March, 1907, by Sir Frederick Borden........*Printed for both distribution and sessional papers.*

36. Report of the Department of Labour, for the year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier................. *Printed for both distribution and sessional papers*

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37. Return to an order of the House of Commons, dated 21st March, 1906, showing: How many horses were tested for glanders with malein in the provinces of Manitoba, Saskatchewan and Alberta, respectively, by officials of this government; names of owners of horses; name of official, and date of application in each case; date when the horses were destroyed, in each case; date the owners received compensation in each case; amount received by the respective owners, and the valuation in each case; the variations of temperature in each case, with the highest and lowest readings; number of cases quarantined, names of owners, and period of quarantine; number of cases where retested, and the result; number of cases slaughtered after being retested; compensation paid, names of the owners, and the amount paid to each; cases where horses were slaughtered after being tested, and the number of post-mortem investigations held, with the result in each case and the names of owners. Presented 27th November, 1907.—*Mr. Staples*.................... .....*Not Printed.*

38. The Canada Year Book, 1905. Presented 27th November, 1906, by Hon. S. A. Fisher. *Printed separately.*

39. Exchequer Court Rules (amended), General Order of 8th October, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier........... ....*Not printed.*

40. Statement showing the expenditure on account of Unforeseen Expenses from the 1st July, 1906, to the 22nd November, 1906, in accordance with the Appropriation Act of 1906. Presented 28th November, 1906, by Hon. W. S. Fielding.. .. ..*Not printed.*

41. Statement of Superannuations and Retiring Allowances in the Civil Service during the year ended 31st December, 1906, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, and also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 28th November, 1906, by Hon. W. S. Fielding........ ... .*Not printed.*

42. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1906. Presented 28th November, 1906, by Hon. W. S. Fielding..... ....*Not printed.*

42*a*. Return to an address of the Senate, dated 14th March, 1907, for: 1. Copies of all regulations made by the Governor in Council under section 14, chapter 13, of the Act intituled: "The Civil Service Insurance Act." 2. The number of policies issued under the said Act, giving the dates of issue. 3. The names of the policy-holders. 4. The premiums paid annually or otherwise on each policy. 5. The total amount of the excess of the deduction from the salaries of said policy-holders on account of superannuation, and the deduction which would have been made had they not effected insurance under the said Act. 6. The total amount paid as death claims and the date of each payment. 7. The difference between the premiums paid, with the deduction made in excess, as stated in paragraph 5, as compared with losses through death claims with interest added at the rate of 3 pe cent on the amount lost by the government under the operations of this Act up to the 1st of March instant. Presented 8th April, 1907.—*Hon. Mr. Ferguson*........ ....*Not printed.*

43. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1906-7. Presented 28th November, 1907, by Hon. W. S. Fielding.......*Not printed.*

44. Report of the Dominion Government Expedition to Hudson Bay and the Arctic Islands on board the D. G. steamer *Neptune*, 1903-1904. Presented 28th November, 1906, by Hon. L. P. Brodeur. *Printed separately.*

45. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1906. Presented 28th November, 1906, by Sir Wilfrid Laurier.. ....*Not printed*

46. Report of the Commissioners of Internal Economy of the House of Commons, from 21st July, 1905, to 11th July, 1906, pursuant to No. 9, Rules of the House. Presented 30th November, 1906, by the Hon. The Speaker.... . .. .*Not printed.*

47. The King's regulations and orders for the militia of Canada, 1906. Presented 3rd December, 1906, by Sir Frederick Borden ... .*Not printed.*

48. Regulations for Ordnance Stores Services, 1905. Presented 3rd December, 1906, by Sir Frederick Borden. ....*Not printed.*

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49. Report of the International Waterways Commission upon the application of the Minnesota Canal and Power Company of Duluth, Minnesota, for permission to divert certain waters in the state of Minnesota from the boundary waters between the United States and Canada. Presented 3rd December, 1906, by Hon. S. A. Fisher... *Not printed.*

49*a*. Joint Report of the International Waterways Commission, November 15th, 1906. Presented 3rd December, 1906, by Hon. S. A. Fisher.. *Not printed.*

49*b*. Report of the Canadian Section of the International Waterways Commission for the year 1906. Presented 23rd January, 1907, by Hon. S. A. Fisher.. *Not printed.*

50. Tables of the population of the Northwest Provinces in 1901 and 1906. Presented 3rd December, 1906, by Hon. S. A. Fisher.. *Not printed.*

51. A detailed statement of all bonds and securities registered in the Department of the Secretary of State of Canada, since last return, 20th March, 1906, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented 5th December, 1906, by Sir Wilfrid Laurier.. *Not printed.*

52. Return under chapter 131 (R.S.C.), intituled : "An Act respecting Trade Unions," and submitted to parliament in accordance with section 23 of the said Act. Presented 5th December, 1906, by Sir Wilfrid Laurier.. *Not printed.*

53. Return to an address of the House of Commons, dated 19th March, 1906, for copies of all orders in council and documents, between the first day of July, 1896, and the present time, relating to swamp lands ; and of all letters, telegrams and other documents and correspondence between the government of Canada and the government of Manitoba, during the same period, relating to such lands. Presented 5th December, 1906.—*Mr. Staples*.. *Not printed.*

53*a*. Supplementary return to No. 53. Presented 11th December, 1906.. *Not printed.*

54. Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return, under such resolution. Presented 5th December, 1906, by Hon. F. Oliver.. *Not printed.*

55. Return to an order of the House of Commons, dated 28th November, 1906, showing the number of commercial agencies for the Dominion in operation during the fiscal years 1905 and 1906, the names of the several agents, where located, their salaries, contingent expenses, the total cost of each agency, and the aggregate cost of all the agencies combined. Presented 6th December, 1906.—*Mr. Wilson* (*Lennox and Addington*).. *Not printed.*

56. Return of orders in council passed under provisions of the Dominion Lands Act, affecting lands in the Yukon Territory ; and of orders or ordinances passed under the provisions of section 8 of the Yukon Territory Act, as that section was enacted by section 3 of chapter 34, 2 Edward VII. Presented 6th December, 1906, by Hon. F. Oliver.. *Not printed.*

57. Return of orders in council, under the provisions of section 52 of the Northwest Irrigation Act. Presented 6th December, 1906, by Hon. F. Oliver.. *Not printed.*

58. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 20th January and 1st December, 1906, in accordance with provisions of subsection (*d*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 6th December, 1906, by Hon. F. Oliver.. *Not printed.*

59. Return of orders in council which have been published in the *Canada Gazette* between 20th January and 1st December, 1906, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54, of the Revised Statutes of Canada, and its amendments. Presented 6th December, 1906, by Hon. F. Oliver.. *Not printed.*

60. Return to an order of the House of Commons, dated 29th November, 1906, for a copy of the proclamations used in the elections of 1904, in the constituencies of Selkirk, Provencher, Macdonald, Lisgar, Marquette, Souris, Brandon and Portage la Prairie. Presented 10th December, 1906.—*Mr. Roche (Marquette)*.. *Not printed.*

61. Report of the Ottawa Improvement Commission for the fiscal year ended 30th June, 1906. Presented 10th December, 1906, by Hon. W. S. Fielding.. *Not printed.*

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61*a*. Orders in Council relative to the appointment of Commissioners under the provisions of chapter 10 of the Acts of 1899, intituled : "An Act respecting the city of Ottawa." Presented 28th January, 1907, by Sir Wilfrid Laurier.......................... *Not printed.*

62. Report of the Commissioners of the National Transcontinental Railway, under date of 9th October, 1906, on the surveys and other works under their charge for the year ended 30th June, 1906, in pursuance of subsection 2 of section 30, chapter 71, of 1903. Presented 10th December, 1906, by Hon. H. R. Emmerson.................... *Printed for both distribution and sessional papers.*

62*a*. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all reports and plans of engineers regarding the line and location of the Grand Trunk Pacific Railway between the city of Quebec and Edmundston, New Brunswick, and more particularly the city of Quebec, and Lake Pheonegamook, in the county of Kamouraska. Presented 9th January, 1907.—*Mr. Monk.* *Not printed.*

62*b*. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, surveys, reports, documents, and papers of every kind not already brought down, touching, showing or relating to the route of the National Transcontinental Railway between the city of Quebec and the city of Moncton. Presented 9th January, 1907.—*Mr. Crocket* .... *Not printed.*

62*c*. Return to an address of the House of Commons, dated 18th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of a section of the Transcontinental Railway designated as "District F," from a point at or near the city of Winnipeg, to a point known as Peninsular Crossing, near the junction point of the Fort William branch of the Grand Trunk Pacific Railway, a distance of about 245 miles. Presented 29th January, 1907.—*Mr. Borden (Carleton). Not printed.*

62*d*. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of a section of the Transcontinental Railway, designated as "District B," beginning at the north end of the Quebec Bridge and Railway Company's bridge, in the vicinity of the city of Quebec, to a point near La Tuque, a distance of about 150 miles. Presented 29th January, 1907.—*Mr. Borden* (*Carleton*)...................... *Not printed.*

62*e*. Return to an order of the House of Commons, dated 6th February, 1907, for a copy of plans, documents, &c., now under consideration by the Transcontinental Commission and Railway Commission pertaining to the development and improvement of Quebec Harbour as a maritime port and railway terminus. Presented 25th February, 1907.—*Mr. Robitaille*........................ *Not printed.*

62*f*. Return to an address of the House of Commons, dated 23rd January, 1907, for a copy of all papers, correspondence, reports, plans and profiles, and estimates of costs at any time received by or filed with the Commissioners of the National Transcontinental Railway, or with the Department of Railways, respecting: (*a*) That portion of the route of the said railway between the Quebec bridge and the vicinity of the Maine boundary line, as the route for such portion has been approved or adopted, or respecting any suggested variations of the location of such portion of the railway ; (*b*) respecting another suggested route for the said portion of the said railway between the points aforesaid, not passing by way of Lake Etchemin, and sometimes known as the Morin route. 2. For a copy of all orders in council approving, adopting, or respecting any such routes between the points aforesaid. Presented 26th February, 1907.—*Mr. Morin*.......................... *Not printed.*

62*g*. Return to an order of the House of Commons, dated 4th March, 1907, for a copy of all memoranda in the possession of the government, showing the amounts from month to month reported by the company and verified by the officers of the government, as having been duly expended in connection with the construction of the western division of the National Transcontinental Railway, whereon the government of Canada guarantees the bonds to the extent of 75 per cent of the cost. Presented 14th March, 1907.—*Mr. Ames*.......................... *Not printed.*

62*h*. Return to an order of the House of Commons, dated 24th April, 1907, for copies of papers in relation to the Transcontinental Railway route through New Brunswick. Presented 24th April, 1907.—*Hon. W. S. Fielding*.......................... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

63. Return to an order of the House of Commons, dated 3rd December, 1906, showing what properties, if any, have been purchased by the government during the past two years, in the city of Ottawa, between Sussex Street and Mackenzie Avenue; the properties acquired by the government in that locality; the names of the vendors; the dates of the purchases, the price agreed upon in each case; the superficies of the property acquired; the date on which the government took possession in each case. Presented 11th December, 1906.—*Mr. Morin* .. .. *Not printed.*

64. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council passed during the last three years, relating to the formation of any new territory or district, or the alteration of the boundaries of any territory or district in Canada. Presented 11th December, 1906.—*Mr. Sifton*.. *Not printed.*

64*a*. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all letters, communications, memorials, petitions, or documents, received during the past three years from the government of any province in the Dominion, or any member thereof, by the government of Canada, or any member thereof, relating to the extension or alteration of the boundaries of any province of Canada. Presented 17th December, 1906.—*Mr. Sifton.*
Printed for both distribution and sessional papers.

65. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of contracts with transatlantic steamship lines, in force during the season of 1906, that were entitled by such contract to receive bonuses or subventions from the government. Presented 11th December, 1906.—*Mr. Smith (Wentworth)*.. *Not printed.*

66. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all letters, telegrams, correspondence, reports, documents and papers, with respect to filling the vacancy on the bench of the Supreme Court of Nova Scotia, occasioned by the appointment of Honourable D. C. Fraser to the office of Lieutenant Governor. Presented 14th December, 1906.—*Mr. Borden (Carleton)*.. *Not printed.*

(**66.** Sessional Papers of 1906). Evidence taken before the Royal Commission on Life Insurance. Presented 26th February, 1907, by Hon. W. S. Fielding................. ...*Printed for distribution.*

67. Report of the Deputy Minister of Labour on negotiations conducted by him under Conciliation Act, 1900, in connection with the strike of coal miners in the employ of the Alberta Railway and Irrigation Company, which commenced on 9th March, 1906. Presented 14th December, 1906, by Hon. R. Lemieux.. *Not printed.*

68. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all papers and correspondence in connection with the Buckingham strike and riots. Presented 14th December, 1906, by Hon. R. Lemieux.. *Not printed.*

68*a*. Supplementary return to No. 68. Presented 9th January, 1907.—*Mr. Bourassa*........ *Not printed.*

68*b*. Return to an address of the Senate, dated 23rd of January, 1907, for a copy of all papers and correspondence having reference to the calling out of militia and to the intervention of the government in the late strikes and riots in Hamilton and Buckingham; also giving a statement showing the amounts paid by the government and municipalities in each case, for the services of the militia in connection with strikes; together with a statement showing in which cases, if any, the government was recouped by the municipalities, the amount paid the militia, and the amounts. Presented 19th February, 1907.—*Hon. Mr. David*.. *Not printed.*

69. Return to an order of the House of Commons, dated 3rd December, 1906, showing all, if any, islands or portions of islands sold since the first day of July, 1896, adjoining the townships of Baxter and Gibson, in the district of Muskoka, on the Georgian Bay, and the prices received therefor, respectively. Presented 17th December, 1906.—*Mr. Wright (Muskoka)*................ *Not printed.*

70. Return to an order of the House of Commons, dated 29th November, 1906, for a copy of all circulars sent out by the immigration office during the present year to agents of the department in the United Kingdom, and on the continent of Europe; also to booking agents in the United Kingdom and on the continent. Presented 17th December, 1906.—*Mr. Chisholm (Huron)*...... *Not printed.*

70*a*. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all papers, circulars, instructions, or other correspondence, sent out by the Department of the Interior, or any officer thereof, relative to immigration; and all correspondence or papers, &c., relative thereto, from agents abroad during the year 1906, with special reference to question No. 2, on the Order Paper of 3rd December, 1906. Presented 17th December, 1906.—*Mr. Lefurgey*........ *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

71. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all letters, documents, telegrams, reports, writs of supersedeas, and other papers, relating to the standing and different grades in the civil service, from time to time, of Henry J. Morgan, and his superannuation. Presented 18th December, 1906.—*Mr. Stewart*....... ....*Not printed.*

72. Returned to an order of the House of Commons, dated 28th November, 1906, showing: 1. The names of fire insurance companies which have received their charters within the past five years. 2. The names of the parties applying for the same. 3. The amount of subscribed capital required under the charter. 4. The amount of paid-up capital required under the charter. 5. The proposed location of the head office in each case. Presented 17th December, 1906.—*Mr. Macdonell*..*Not printed.*

73. Return to an order of the House of Commons, dated 3rd December, 1906, showing: quantity or value of green fruit, canned fruits, and vegetables, fruit jams, preserves and jellies, classifying them wherever practicable, imported into Canada, and exported therefrom, during each of the past ten years; stating also whether from Great Britain, United States, or other countries; and during the past two years, the quantity imported through ports of entry, first, in Eastern Provinces; second, Prairie Provinces; third, British Columbia. Presented 9th January, 1907.—*Mr. Smith (Wentworth) Not printed.*

74. Return to an order of the House of Commons, dated 17th December, 1906, showing: 1. The total amount of duty received by the government in the fiscal year 1906 upon the respective articles named in the following items, as numbered, of the new Customs Tariff, viz: Item 445.—Mowing machines, harvesters, self-binding or without binders, binding attachments, reapers. Item 446.—Cultivators, ploughs, harrows, horse-rakes, seed drills, manure-spreaders, weeders and wind-mills. Item 447.—Threshing machine outfit, when consisting of traction or portable engines and separators. Item 448.—Hay loaders, potato diggers, horse-powers, separators, n.o.p., wind-stackers, fodder or feed cutters, grain crushers, fanning mills, hay tedders, farm, road or field rollers, post-hole diggers, snaths, and other agricultural implements, n.o.p. Item 449.—Axes, scythes, sickles or reaping hooks, hay or straw knives, edging knives, hoes, rakes, n.o.p., and pronged forks. Item 450.—Shovel and spades, iron or steel, n.o.p., shovel and spade blanks, and iron or steel cut to shape for the same, and lawn mowers. Item 451.—Stoves of all kinds, for coal, wood, oil, spirits or gas. 2. The total amount of duty that would have been received in the same period, the fiscal year of 1906, had the tariff now proposed by the government been then in force, giving such duty for each of the items 445, 446, 447, 448, 449, 450 and 451, separately. Presented 9th January, 1907.—*Mr. Henderson*..... ....*Not printed.*

75. Report of the Commissioner, Dominion Police Force, for the year 1906. Presented 9th January, 1907, by Hon. A. B. Aylesworth............... ....*Not printed.*

76. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of all writs, forms and instructions issued and used in and for the purposes of the elections for the constituency of London, in the year 1905, and for the elections for the constituencies of East Elgin and North Bruce, in the year 1906. Presented 9th January, 1907.—*Mr. Barker* ....*Not printed.*

77. Return to an order of the House of Commons, dated 18th April, 1906, for a copy of all petitions, memorials, reports, letters, documents, correspondence and papers, setting forth or relating or referring to the necessity of improved aids to navigation, and of the life-saving vessels or appliances on the Pacific coast. Presented 9th January, 1907.—*Mr. Borden (Carleton)*.............*Not printed.*

78. Return to an order of the House of Commons, dated 18th April, 1906, for a copy of all reports, findings and recommendations of any officer, court of inquiry or commission, respecting the loss of any steamship or vessel on the Pacific coast during the past six years, except such as have already been published in the Annual Report of the Department of Marine. Presented 9th January, 1907.—*Mr. Borden (Carleton)*....... .... *Not printed.*

79. Return to an order of the House of Commons, dated 21st March, 1906, showing: How many wrecks there were on the Pacific coast in Canadian waters in 1900, 1901, 1902, 1903, 1904, 1905, and in 1906, up to date, British and foreign; number of lives lost in each wreck; the total financial loss in ships and cargoes; the inquiries made by the government into the causes of such wrecks; the causes given for such wrecks; the results of reports made of such investigations, as to hulls or machinery, by the British Columbia inspectors; the port of registry of each vessel wrecked; the age of each ship. Presented 9th January, 1907.—*Mr. Smith (Nanaimo)*.................................*Not printed.*

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80. Return to an order of the House of Commons, dated 10th December, 1906, showing : The quantity of oil from the wells of the Memramcook and Dover, sold and delivered to the Intercolonial Railway, between the 1st of January, 1904, and the 31st of March, 1906 ; such statement to set forth in detail the dates, quantity, price, and total value of each of such shipments. And further for a similar statement giving like information in respect of all other oil purchased from or through the agency of the New Brunswick Petroleum Company, being the output of other wells than those herein above specified. Presented 9th January, 1907.—*Mr. Barker*............. ....*Not printed.*

81. Return to an order of the House of Commons, dated 10th December, 1906, showing : All sums paid from 1st January, 1904, to date, to George H. Cochrane, of Moncton, for supplies furnished or services rendered the Intercolonial Railway ; such statement in respect of each item in every such transaction, when and by whom the order was given, nature of and the quantity of goods furnished, character of services rendered, prices paid, and the names of the parties who certified to the correctness of his account. Presented 9th January, 1907.—*Mr. Barker*..... ....*Not printed.*

82. Return to an order of the House of Commons, dated 18th December, 1906, giving comparative statement of the standard passenger tariff in force on the Intercolonial Railway in 1904, and that in force at the present time, said statement to be so arranged as to show the former and present passenger rates in convenient form for purposes of comparison, in each of the following cases : 1. From Truro (*a*) to Hopewell, to New Glasgow, to Pictou, to Antigonish, to Port Mulgrave, to Grand Narrows, to Sydney, to Glace Bay, to Louisburg ; (*b*) to Halifax, (*c*) to Londonderry, to Amherst, to Sackville, to Shediac, to Moncton, to Cape Tormentine. 2. From Moncton (*a*) to Salisbury, to Sussex, to Norton, to St. John ; (*b*) to Kent Junction, to Weldford, to Newcastle, to Dalhousie, to Campbellton. 3. From Lévis (*a*) to Berthier-en-bas, to St. Thomas de Montmagny, to Ste. Anne de la Pocatière, to River du Loup, to Rimouski, to Causapscal, to Metapedia ; (*b*) to Drummondville, to Ste. Rosalie, to Montreal. Presented 9th January, 1907. —*Mr. Ames*..........*Not printed.*

83. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of all reports, investigations, orders, or correspondence, since 1st January, 1905, dealing with or touching upon alleged misconduct or remissions of duty on the part of (*a*) I. L. Burrill, paymaster on the Intercolonial Railway ; (*b*) Moses Tracey, inspector of car cleaners ; (*c*) Bruce McDougall, of the Intercolonial Railway Audit Office, Moncton ; together with a copy of the rules and regulations in force since above date, and at the present time, with reference to the employees of the Intercolonial Railway. Presented 9th January, 1907.—*Mr. Barker*............................ .. ...*Not printed.*

84. Return to an order of the House of Commons, dated of 28th November, 1906, for a copy of the report furnished to the government by Messieurs Brunet and Duff, of Montreal, regarding the water-powers on the Lachine Canal. Presented 9th January, 1907.—*Mr. Monk.* ....*Not printed.*

85. Return to an order of the House of Commons, dated 10th December, 1906, showing, by means of a comparative statement, the difference in rates charged, in respect of the ten classes of articles most largely carried, under the standard freight tariff in force during 1904, and that in force at the present time upon the Intercolonial Railway, from station to station, as hereinafter specified : 1. From Truro (*a*) to Hopewell, to New Glasgow, to Pictou, to Antigonish, to Port Mulgrave, to Grand Narrows, to Sydney, to Glace Bay, to Louisburg ; (*b*) to Halifax : (*c*) to Londonderry, to Amherst, to Sackville, to Shediac, to Moncton, to Cape Tormentine. 2. From Moncton (*a*) to Salisbury, to Sussex, to Norton, to St. John ; (*b*) to Kent Junction, to Weldford, to Newcastle, to Dalhousie, to Campbellton. 3. From Lévis (*a*) to Berthier-en-bas, to St. Thomas de Montmagny, to Ste. Anne de la Pocatière, to River du Loup, to Rimouski, to Causapscal, to Metapedia ; (*b*) to Drummondville, to Ste. Rosalie, to Montreal. Presented 9th January, 1907.—*Mr. Ames*..........*Not printed.*

86. Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1905, to the 1st October, 1906. Presented 9th January, 1907, by Hon. F. Oliver...............*Not printed.*

87. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all documents relating to the application of R. C. McCracken for the northeast quarter, section 36, township 35, range 16, west of the second meridian, province of Saskatchewan ; also Mr. McCann, for the northwest quarter of the same section. Presented 9th January, 1907.—*Mr. Barr*...........*Not printed.*

88. Return to an order of the House of Commons, dated 17th December, 1906, showing : 1. The names, ages, sexes and parentage of children attending Muscoweguan's Indian boarding school, specifying whether treaty or non-treaty Indians, the band they belong to, and whether parents alive or not. 2. Amount of government grants made to the school during the years 1904, 1905 and 1906. 3.

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Amount of treaty money paid to Muscoweguan's band at the last payments, to what Indians were the payments made, and the number of children belonging to each. Presented 9th January, 1907.—*Mr. Lake* .... *Not printed.*

89. Return to an order of the House of Commons, dated 5th December, 1906, for: 1. A copy of the evidence taken at the investigation promised by the Minister of the Interior at the last session of parliament into the conduct of W. T. R. Preston, Commissioner of Immigration in England; together with copies of all letters, documents, and papers, in any way relating thereto. 2. Copy of the report of the party or parties who held the investigation which was promised by the Honourable Mr. Oliver, Minister of the Interior, when the matter of the dismissal of Mr. W. T. R. Preston was under discussion at the last session of parliament. 3. Of all correspondence between W. T. R. Preston and any member of the government, or any department thereof, with reference to his present appointment. 4. And showing what government position W. T. R. Preston now holds, what his duties are, what salary he gets, what living and travelling expenses he is allowed. Presented 9th January, 1907.—*Mr. Wilson (Lennox and Addington)* .... *Not printed.*

90. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, agreements, valuations, reports, memoranda, letters, telegrams, correspondence and other documents and papers, touching, relating to or concerning the grant by or on behalf of the government of Canada, of any lands in Southern Alberta, under conditions contemplating or requiring the construction of irrigation works, and all such documents as aforesaid relating to any concession or grant of about 380,575 acres of land to the Robins Irrigation Company. Presented 9th January, 1907.—*Mr. Borden (Carleton)* .... *Not printed.*

90*a*. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, agreements, papers and correspondence in connection with the sale of 380,600 acres, more or less, of land in Southern Alberta, to the Robins Irrigation Company; and the list of shareholders of the company, and its officers. Presented 10th January, 1907.—*Mr. Borden (Carleton).* *Not printed.*

90*b*. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all documents relating to the application of, (*a*) J. T. Robins, for land in townships 10, 11 and 12, ranges 7, 8, 9, 10, 11, 12, west of the 4th; and of (*b*) E. H. Cuthbertson, for land in townships 11, 12, 13, ranges 7, 8, 9, 10, 11 and 12, west of the 4th, for purposes of irrigation. Presented 10th January, 1907.—*Mr. Ames* .... *Not printed.*

91. Return to an address of the House of Commons, dated 3rd December, 1906, for a copy of all orders in council, leases, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, and other documents and papers, relating to, (*a*) the granting of grazing lease No. 2013, issued to J. D. McGregor, and of grazing lease No. 2014, issued to A. E. Hitchcock; (*b*) the assignment of said lease privileges to, or the enjoyment of the same, by the Grand Forks Cattle Company; (*c*) and further transfer or sale of said privileges by the Grand Forks Cattle Company; (*d*) all transactions between the government and the assigns of the Grand Forks Cattle Company. Presented 9th January, 1907.—*Mr. Ames* .... *Not printed.*

91*a*. Return to an address of the House of Commons, dated 3rd December, 1906, for a copy of all orders in council, leases, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, and other documents and papers, touching, relating to, or concerning, (*a*) the granting of grazing lease No. 2009, issued to C. E. Hall; (*b*) the enjoyment of said lease privileges by C. E. Hall; (*c*) the assignment of the same to the Milk River Cattle Company; (*d*) the enjoyment of the same by the Milk River Cattle Company; together with a statement showing all amounts received by the government by way of rentals, bonuses, or otherwise, from each of the parties herein above-mentioned, with date, amount, and object of each such payment. Presented 9th January, 1907.—*Mr. Ames.* *Not printed.*

91*b*. Return to an address of the House of Commons, dated 3rd December, 1906, for a copy of all orders in council, leases, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, and other documents and papers, touching, relating to, or concerning, (*a*) the granting of grazing lease No. 2059, issued to H. P. Brown, of Grand Forks, Montana; (*b*) the assignment of said lease privileges to the Galway Horse and Cattle Company; and the enjoyment thereof by said company; (*c*) the further assignment of said lease privileges by the Galway Horse and Cattle Company to John Cowdry, of Macleod, and his enjoyment of the same, together with a statement showing all rentals or bonuses received by the government from any of the above parties, with date, amount, and purpose of each payment. Presented 9th January, 1907.—*Mr. Ames* .... *Not printed.*

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91*c*. Return to an address of the House of Commons, dated 9th January, 1907, for a copy of all orders in council, agreements, valuations, reports, memoranda, letters, telegrams, correspondence and documents of every description, relating to or treating of (*a*) the granting of a closed grazing lease to Brown, Bedingfield, *et al*; (*b*) the enjoyment of and the payment for the privileges granted under said lease. Presented 7th February, 1907.—*Mr. Ames*.............................*Not printed.*

91*d*. Return to an order of the House of Commons, dated 23rd January, 1907, for a copy of all applications for the lease of grazing lands within the provinces of Alberta and Saskatchewan, between the 1st day of February, 1905, and the 1st day of August, 1905. Presented 19th April, 1907.—*Mr. McCarthy (Calgary)*.............................*Not printed.*

92. Return to an order of the House of Commons, dated 28th November, 1906, showing: 1. All sums of money paid to the North Atlantic Trading Company, or on their order, to 1st November, 1906, with dates, sums, and names of persons to whom paid. 2. All correspondence between the North Atlantic Trading Company and the government, or any member thereof, or any department, since 1st January, 1906. Presented 9th January, 1907.—*Mr. Wilson (Lennox and Addington)*..*Not printed.*

92*a*. Return to an order of the House of Commons, dated 17th December, 1906, showing: 1. All claims made on the government by the North Atlantic Trading Company, since the 31st March, 1906. 2. All amounts paid to the said North Atlantic Trading Company by the government of Canada, (*a*) on account of bonuses; (*b*) on account of disbursements, since the 31st March, 1906. 3. A copy of all correspondence had by the government with the said North Atlantic Trading Company since the 31st March, 1906, up to the 1st December, 1906, and of all letters and accounts received from the said company between the above dates. Presented 15th January, 1907.—*Mr. Monk*....*Not printed.*

92*b*. Report of C. H. Beddoe, accountant of the Department of the Interior, of an audit of the books and accounts of the North Atlantic Trading Company. Presented 1st March, 1907, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

92*c*. Extract from a Report of the Privy Council, approved by the Governor General on the 19th February, 1907, respecting continental immigration and certain commissions to steamship booking agents. Presented 14th March, 1907, by Hon. F. Oliver.............................*Not printed.*

93. Return to an order of the House of Commons, dated 10th December, 1906, showing: All sums paid or credits given by the Record Foundry Company, of Moncton, in respect of purchases from the Intercolonial Railway of scrap iron, copper, babbit metal, lead, sheet lead, and scrap metal of every description, between 1st January, 1904, and 31st March, 1906; said statement to further show date and amount of every such transaction, character, quantity and price per pound, of material purchased and whether and in what instances the same has been offered in public competition or sale by tender. Presented 9th January, 1907.—*Mr. Barker*.............................*Not printed.*

94. Return to an order of the House of Commons, dated 14th May, 1906, for a copy of all correspondence, reports, documents and papers relating to any dealings, transactions or negotiations between the government and any company, association, syndicate, or any person or persons on behalf of any company, association or syndicate, who have purchased or acquired, or arranged to purchase or acquire, public lands from the government since 1898; also a statement giving the names, head offices and addresses of the said respective companies, associations and syndicates, together with the amount of land purchased, acquired, or arranged to be purchased or acquired, and the price paid or agreed upon; also a statement giving the names, addresses and occupations of any person or persons, other than companies, associations or syndicates, who have purchased or acquired, or arranged to purchase or acquire, public lands from the government since 1st January, 1898, in areas of more than 160 acres in each instance, and a statement of the area of such lands in each instance; also a copy of all correspondence with such persons, and all documents and papers relating to the sale or disposal of such lands. Presented 10th January, 1907.—*Mr. Borden (Carleton)*.........*Not printed.*

95. Return to an address of the House of Commons, dated 18th December, 1906, for a copy of all orders in council, instructions, reports, letters, telegrams, correspondence and other papers of every kind relating to the negotiations for the Songhees Indian Reserve, and especially all such papers as aforesaid relating to the recent mission of Mr. Pedley, Deputy Superintendent General of Indian Affairs, to the province of British Columbia. Presented 11th January, 1907.—*Mr. Borden (Carleton)*.............................*Not printed.*

96. Return to an order of the House of Commons, dated 10th December, 1906, showing the following data: (1) The name of the present homesteader on southeast quarter, section 12, township 30, range 2, west of 5th meridian; (2) date of his entry; (3) by whom it was made; (4) where was it

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made; (5) who was the first to make homestead entry therefor; (6) by whom was the first entry cancelled; (7) who was the next applicant, and what was the date of the application; (8) the names of any other applicants, if any, for this homestead, and the dates of application; all correspondence in regard to this quarter-section. Presented 11th January, 1907.—*Mr. Hughes (Victoria). Not printed.*

97. Return to an order of the House of Commons, dated 9th May, 1906, showing in detail for each year, from 1886 to 1906, inclusive; 1. A statement of all goods supplied to Mr. Speaker's apartments, and to the various offices and apartments of the House of Commons, and the amounts paid therefore. 2. All inventories of goods in Mr. Speaker's apartments, and in the various offices and apartments of the House of Commons, taken by the Sergeant-at-Arms, as keeper of the furniture and fittings of the House, or other officers of the House, and any report of the Clerk, Sergeant-at-Arms, or other officer of the House, with reference thereto, the goods supplied, their condition, and the character and disposition of the same. 3. A copy of all correspondence had between Mr. Speaker and any member of the Internal Economy Commission, the Clerk of the House, the Sergeant-at-Arms, or any other officer of the House of Commons, and the Auditor General, in reference to the purchase, payment, checking, distribution, replenishing, disposal, condition and character of the same. 4. A copy of all resolutions passed by the Commission of Internal Economy in reference to the above matters. Presented 11th January, 1907.—*Mr. Belcourt*.................................*Not printed.*

98. Return to an address of the Senate, dated 5th June, 1906, for: 1. A copy of the petitions signed by the citizens of Quebec protesting against the choice of the place where Sir Charles Ross has built his rifle factory. 2. A copy of the petitions sent by certain persons asking the government to increase the land placed at the disposition of Sir Charles Ross. 3. A copy of the plan of the land placed at the disposition of Sir Charles Ross. 3. A copy of the plan of the land leased by the government to Sir Charles Ross for the purpose of his rifle factory. Presented 6th December, 1906.—*Hon. Mr. Landry*.................................*Not printed.*

98*a*. Return to an order of the House of Commons, dated 23rd January, 1907, for copies of all documents and all correspondence concerning the erection of the Ross rifle factory on the Plains of Abraham, Quebec. Presented 14th March, 1907.—*Mr. Lavergne (Montmagny)*.................*Not printed.*

98*b*. Return to an address of the House of Commons, dated 10th December, 1906, for a copy of all contracts between the Ross Rifle Company and the government, or Department of Militia, for the supply of rifles, ammunition or other articles, and all orders in council, correspondence, reports, documents and papers, relating to such contracts, or to the subject-matter thereof, and to the operations of the company and its dealings with the government, or any department thereof, including the Department of Customs. Presented 14th March, 1907.—*Mr. Worthington*..*Not printed.*

98*c*. Return to an address of the Senate, dated 27th November, 1906, for a copy of all correspondence exchanged between the government and the Ross Rifle Company or any other association or military body or any person whomsoever, or between the various departments of the government on the subject of the Ross rifle, of the inspections which it has undergone, of the improvements which have been suggested, of the complaints which have been made, or of the reports which have been made. Presented 13th March, 1907.—*Hon. Mr. Landry*.................................*Not printed.*

98*d*, Supplementary return to No. 98*b*. Presented 3rd April, 1907.......................*Not printed.*

98*e*. Supplementary return to No. 98*c*. Presented (Senate) 4th April, 1907.................*Not printed.*

99. Revised Statutes of Canada, 1906, volumes 1, 2 and 3. Presented 14th January, 1907, by Hon. A. B. Aylesworth.................................*Printed separately.*

100. Return to an order of the House of Commons, dated 9th January 1907, showing: The imports by provinces into Canada for home consumption, from the United States, and the exports of the same from Canada to the United States, and the duty on the same, giving the present Canadian duty and the United States duty, for the past twelve months, ending 1st October, 1906, on the following agricultural articles: Live pork, cattle, horses, beef and pork dressed, beans, corn, barley, buckwheat, peas, wheat, sugar, beets, eggs, hay, butter, cheese, apples, evaporated or otherwise, vegetables, green peas, tomatoes, peaches, plums, pears, including all canned vegetables, and lard, and tobacco, raw. Presented 15th January, 1907.—*Mr Clements*.................................*Not printed.*

101. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all correspondence between the Marine Department and the provincial government of British Columbia, or any member thereof, concerning the building of a road or trail along the coast line of Vancouver Island, for the purpose of lending assistance to distressed mariners. Presented 15th January, 1907.—*Mr. Smith (Nanaimo)*.................................*Not printed.*

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102. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all correspondence and papers in connection with the investigation into the provisioning of government steamer *Kestrel*, during the year 1905, and a copy of the report of the investigation. Presented 15th January, 1907.—*Mr. Foster* .... *Not printed.*

102*a*. Return to an order of the House of Commons, dated 14th January, 1907, for a copy of all letters, telegrams, reports, memoranda and other documents and papers, respecting supplies purchased or ordered for or in connection with the government steamer *Kestrel*, from January 1st, 1903, up to the present time, including all correspondence between any department, officer or agent of the government, and the captain of the said steamer. Presented 12th April, 1907.—*Mr. Reid (Grenville). Not printed.*

103. Return to an order of the House of Commons, dated 10th December, 1906, showing the local and general tariffs of each and every through transportation line, railway or steamship line, giving in detail the rates upon each class of commodity from station to station; and also upon commodities passing through Canada, or from Canada to foreign countries, or to Great Britain and Ireland. Presented 17th January, 1907.—*Mr. Hughes (Victoria)*.................. *Not printed*

104. Return to an order of the House of Commons, dated 3rd December, 1906, showing for five years past the annual shipments across the Atlantic of: butter, cheese, apples, pears, other fruits and other products, classifying them (*a*) in cold storage; (*b*) in cool air compartments; (*c*) in ordinary storage. Presented 17th January, 1907.—*Mr. Smith (Wentworth)*.................. *Not printed.*

105. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, reports, letters, telegrams, correspondence, memoranda and other documents and papers, relating to or in any way touching the purchase or acquisition of land in or near the city of Halifax, since 1st January, 1902, for the purpose of constructing thereon a round-house or machine shop. Presented 17th January, 1907.—*Mr. Barker*.................. *Not printed.*

106. Return to an address of the Senate, dated 19th June, 1906, for copies of all correspondence between the Imperial authorities and the government of Canada relating to the uniform to be worn upon state occasions by privy councillors of the cabinet, privy councillors not of the cabinet, deputy heads of departments, and by any other of the government officials. Presented 16th January, 1907.—*Hon. Mr. Landry*.................. *Not printed*

107. Return to an address of the Senate, dated 7th December, 1906, for copies of all correspondence respecting a site or sites for a public building in the town of Glace Bay, Nova Scotia, between any member of the government and all other parties; the area of the sites, the price of each, the date of the purchase, the date of each payment, the name of the seller of each site, the report or reports of the government engineer, showing lots recommended and those not recommended by him, and all notes or memoranda referring to said sites. Presented 16th January, 1907.—*Hon. Mr. McDonald (Cape Breton)*.................. *Not printed*

108. Return to an address of the Senate, dated 5th December, 1906, for a copy of all the correspondence exchanged between the department of marine and fisheries, or any person or any company whatsoever on the subject of the stranding at Matane of the steamer *Kensington*, as well as of the inquiry which has been made into this subject and of the judgment rendered by the commissioner making the inquiry. Presented 16th January, 1907.—*Hon. Mr. Landry*.................. *Not printed.*

109. Return to an address of the Senate, dated 28th November, 1906, of imports of oxide of aluminum for the years 1903, 1904, 1905 and to date, 1906, with values. Presented 16th January, 1907.—*Hon. Mr. Domville*.................. *Not printed.*

109*a*. Return to an order of the Senate, dated 28th November, 1906, giving the amount of aluminum exported for the years 1903, 1904, 1905 and to date, 1906, with values. Presented 16th January, 1907.—*Hon. Mr. Domville*.................. *Not printed.*

110. Supplementary return to an order of the House of Commons, dated 14th March, 1906, showing, in the case of every homestead against which, during the years 1904 and 1905, a report of non-compliance with the law, or a demand for cancellation has been received by the Dominion land office or offices; giving (*a*) the location of said quarter-section, range, township, and meridian; (*b*) the name and address of the party by whom the original entry was made; (*c*) the name and address of the party or parties (if there have been several) who endeavoured to lodge cancellations; (*d*) the reason alleged by complainaints why cancellation of entry should be allowed; (*e*) whether warning of threatened cancellation was served upon the alleged delinquent; (*f*) the action taken by the department in each case. Presented 21st January, 1907.—*Mr. Ames*.................. *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

111. Return to an address of the House of Commons, dated 10th December, 1906, for a copy of all orders in council, agreements, contracts, reports, telegrams, letters, and other documents, relating to any agreement between the government, or any departmtnt of the government, and Mr. W. A. D. Lees, or any other person or persons, for fencing a part or tract of land near Fort Saskatchewan, in Alberta; and all such documents and papers aforesaid, relating to the maintenance of such fence. Presented 21st January, 1907.—*Mr. Roche (Marquette)*........ ....*Not printed.*

112. Return to an order of the House of Commons, dated 17th December, 1906, for a copy of the ordinance or regulation of the Canadian militia by which young men following the three months' short course, day attendance, are stipulated as having no right to any indemnity for their services; also a copy of the ordinance or regulation of the Canadian militia by which young men from the country are not entitled to any pay for provisionary course, night attendance. Presented 21st January, 1907.—*Mr. Robitaille*.............. .... *Not printed.*

113. Extract from a Report of the Committee of the Privy Council, approved by the Governor General on the 24th day of December, 1906, in relation to the leasing of the Beauharnois Canal, in order to its utilization for the development of electricity for lighting and industrial purposes. Presented 21st January, 1907, by Sir Wilfrid Laurier ....*Not printed.*

114. Return to an order of the House of Commons, dated 14th January, 1907, showing: 1. All amounts which have been since 1st July, 1904, expended, chargeable to capital account, upon the strengthening of bridges along the line of the government railways. 2. The estimated cost of each work, which it is proposed to carry on during the fiscal year 1907-8. Presented 21st January, 1907.—*Mr. Crocket*.......................... .... *Not printed.*

115. Return to an order of the House of Commons, dated 14th January, 1907, for a copy of all correspondence, petitions and other papers, addressed to, or received by the department of railways and canals, from any persons, organizations, or associations, asking for the institution of a system of annuities for employees on the Intercolonial Railway. Presented 21st January, 1907.—*Mr. Macdonald*.................... .... *Not printed.*

116. Return to an order of the House of Commons, dated 26th March, 1906, for a statement containing the following information concerning the water-powers in the possession and under the control of the Dominion government. 1. The province and the locality within the province where the water-power is situated. 2. A summary of the report or reports made to the government on such water-power, if any report has been made, with date of the report and name of the party who has reported. 3. The power susceptible of being developed. 4. If under lease or alienated in any way, the name of lessee or purchaser, date, duration and condition of lease or purchase. 5. If under lease or alienated, whether public tenders were called for through the newspapers before lease or alienation took place. 6. If under lease or alienated, whether any report was sought and obtained by the government previous to such alienation, and by what officer such report was made to the government, and the purport of such report, as well as its date. 7. If under lease or alienation in any way, the amount due the government for rent or price of sale and arrears. 8. If under lease or alienated, whether the conditions of alienation have been fulfilled. Presented 21st January, 1907.—*Mr. Monk.*
Printed for both distribution and sessional papers.

116a. Return to an address of the House of Commons, dated 28th November, 1906, for: 1. A copy of the contract or agreement by which the government has leased or alienated the water-powers on the Soulanges canal; of the tenders, if any were invited, before the disposal of said water-powers; and of any and all correspondence concerning the said powers before the disposal of the same by the government. 2. A copy of the order in council disposing of said water-powers. 3. A copy of all transfers of said water-powers since the original alienation of the same; of all correspondence relating to said transfers; and of orders in council authorizing or ratifying said transfers. 4. A copy of all reports and estimates in the possession of the government in regard to the extent and value of water-powers on the Soulanges canal. Presented 14th February, 1907.—*Mr. Monk*....*Not printed.*

116b. Return to an order of the House of Commons, dated 10th December, 1906, showing: (1) The water-powers, and location of same, along the Trent Canal waterways, still in possession of the government of Canada; (2) those along tributary waters under the same control; (3) the water-powers that have been leased, or otherwise disposed of; (4) the teams in each case; (5) the nature of the title in each instance. Presented 14th February, 1907.—*Mr. Hughes (Victoria)*..................*Not printed.*

116c. Return to an order of the House of Commons, dated 27th February, 1907, for copies of all reports and other papers in connection with the choice of the eastern outlet for the Trent Valley Canal. Presented 27th February, 1907.—*Mr. Emmerson* .... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

116*d*. Report of E. J. Walsh, C.E., Engineer in charge of the surveys on the Trent Valley Canal, from Lake Simcoe to Georgian Bay, accompanied by plans, profiles and estimates. Presented 15th March, 1907, by Hon. H. R. Emmerson...... ....*Not printed.*

117. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all letters, telegrams or documents of any description, relating to, (*a*) the appointment of Mr. F. W. Aylmer to the position of resident engineer of the Dominion Public Works at Winnipeg ; and (*b*) his resignation of said position, together with all letters, telegrams, &c., interchanged between Mr Aylmer and any official of the public works department, in this connection. Presented 21st January, 1907.—*Mr, Ames*...... ....*Not printed.*

118. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all correspondence, tenders, offers of lease or purchase or occupation, of water powers under the control of the government of Canada, and of any deed of alienation of the same, whether by lease or otherwise, situate within one hundred miles of the city of Montreal. Presented 21st January, 1907.—*Mr. Monk*.... . ...*Not printed.*

119. Return to an order of the House of Commons, dated 9th January, 1907, for a copy of all papers and correspondence in connection with registered letters lost between Bethany and Millbrook, and other points in the county of Durham ; more especially concerning a letter posted by one Joseph Hadden, of Bethany, to the Bank of Toronto, at Millbrook. Presented 24th January, 1907.—*Mr. Ward.* *Not printed.*

120. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all thermograph records of temperature on ocean-going vessels taken during the past season ; stating names of vessel, and date of sailing, and port from whence sailing ; also, stating if in cold storage chambers, cool air chambers, ventilated chambers, or unventilated chambers ; also, in case of ventilated chambers, stating the method of ventilation. Presented 24th January, 1907.—*Mr. Smith* (*Wentworth*). *Not printed.*

121. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of : 1. All reports made from time to time by the officers of the topographical surveys branch of the department of the interior, in reference to land in townships 10, 11, 12 and 13, ranges 7, 8, 9, 10, 11, 12 and 13, west of the 4th, and townships 7, 8 and 9, ranges 8, 9, 10 and 11, west of the 4th. 2. Orders in council dated the 13th December, 1886, and 21st December, 1897, setting apart certain lands, viz.: those portions of the south half of section 7, the northwest quarter of section 9, and section 21, lying south and east of the river, township 12, range 12 ; that part of section 35 lying south and east of the river, township 11, range 13, and those portions of sections 1 and 2, lying east of the river in township 12, range 13, all west of the 4th meridian, as reserved for watering of stock. 3. Report of inspection referred to in order in council of 21st December, 1903, showing that the land referred to in orders in council dated 13th December, 1886, and 21st December, 1897, were no longer required for the purpose for which they were reserved. 4. All other reports made from time to time to date by officers of the department of the interior regarding the character and fertility of the soil, climate, rainfall, water supply, or topographical features of the area, or any part of the area described in paragraph 1 of this resolution. Presented 28th January, 1907.—*Mr. Ames* ....*Not printed.*

122. Orders in Council authorizing the granting of permits to foreigners and foreign corporations to bring fresh fish in American bottoms to any port in British Columbia, to land such fresh fish at such port without payment of duties and tranship the same in bond to any part of the United States of America, &c. Presented 28th January, 1907, by Sir Wilfrid Laurier .... *Not printed.*

123. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all correspondence between the government, or any member or official thereof, and any member of the Royal Insurance Commission, or Mr. Shepley, K.C., or Mr. Tilley, barrister, or any other person employed by or on behalf of the government, relating in any way to the work of the commission, to the subjects and methods of conducting the inquiry, to suggestions as to what witnesses be called, what information be sought, and from whom ; together with any reports received or transmitted in reference to the above ; and also, for a copy of all instructions issued by the government, or any member thereof, to the commission, or any counsel employed thereat. Presented 29th January, 1907.—*Mr. Borden* (*Carleton*)......... ....*Not printed.*

123*a*. Report of the Royal Commission on Life Insurance. Presented 26th February, 1907, by Hon. W. S. Fielding.................... ....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 13—*Continued.*

123*b*. Supplementary return to 123*a*. Memorandum of exhibits by companies. Presented 6th March, by Hon. W. S. Filding........ ....*Printed for both distribution and sessional papers.*

123*c*. Supplementary Report of the Royal Commission on Life Insurance.... ....*See No. 123b.*

123*d*. Return to an address of the Senate dated 14th March, 1907, for the papers referred to as Exhibits Nos. 682, 686, 688, 737, 738, 740, and 741, in Sessional Paper No. 123*b*, being a supplementary return laid on the table of this house during the present session of parliament. Presented 4th April.—*Hon. Mr. Ferguson*.............. ....*See No. 123b.*

124. Return to an address of the Senate, dated 16th January, 1907, showing: The tenders called for the supply of sleepers for any part whatsoever of the Transcontinental Railway by the Commissioners of the Transcontinental Railway. Who are the tenderers. What are the prices asked by each of them. Who obtained the contract. At what price and for what quantity. Has the contractor begun the execution of his contract. What quantity has he delivered up to this date. To whom, and at what place. What amount of money has he received in payment. Presented 24th January, 1907.—*Hon. Mr. Landry*...... .... *Not printed.*

125. Return to an order of the House of Commons, dated 18th December, 1906, for a copy of all correspondence between the five companies and the one individual whose hydraulic mining leases were cancelled during the past year, and the government, or any department thereof. Presented 29th January, 1907. —*Mr. Roche* (*Marquette*)............... ....*Not printed.*

126. Return to an order of the House of Commons, dated 16th January, 1907, for a copy of all papers and correspondence during the past year in connection with the leasing of any lands adjacent to Lake Manitoba for sporting or other purposes. Presented 29th January, 1907.—*Mr. Schaffner..Not printed.*

127. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all correspondence between the government of Canada and the government of Australia, or any officials thereof, with reference to tariff preferences between the two countries; and all orders in council in reference thereto, for the years 1904, 1905, 1906. Presented 29th January, 1907.—*Mr. Borden* (*Carleton*).... .... *Not printed.*

128. Return to an order of the House of Commons, dated 3rd December, 1906, showing the number of acres of Indian lands sold in each year since 1896, with the price received per acre, and where selected in each case; a statement of the manner in which said lands were sold in each case per acre, whether by public tender or private sale. If sold by tender, in how many papers were advertisements printed, in each case; also, giving the number of days from first appearance of such notice until tenders were closed, in each case; the amount paid the Indians, the expenses connected with the sales, and where the balance of these sales was deposited; also, a copy of all leases given by this government of Indian lands in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia, since 1896; with a statement showing how such lands were leased, either by public tender or by private arrangement. Presented 29th January, 1907.—*Mr. Armstrong.*
Not printed.

129. Return to an order of the House of Commons, dated 9th January, 1907, showing: 1. How many cheese curing buildings in all have been erected or provided by the government. 2. Where they are located. 3. The cost of each one, including care, and any other expense or expenses in connection therewith. 4. The charge, if any, made to the users of them. 5. What amount the government paid for transporting cheese from the factory to the curing rooms. The cost in connection with each factory, and the aggregate of all such costs up to date. 6. Who paid the charge for transportation from curing room when shipping; and if paid by the government, the aggregate of such costs to date. 7. The number of cheese manufacturers who have taken advantage of these curing rooms, and how many cheese have been stored by each, year by year, and the length of time each consignment has remained in the curing room. 8. The intention of the government to continue the use of these curing rooms for the future, or to extend them. 9. What disposition is to be made of those now owned by the government. Presented 1st February, 1907.—*Mr. Sproule....Not printed.*

130. Return to an order of the House of Commons, dated 12th December, 1906, for a copy of all papers, and correspondence between the department of marine and fisheries and any person or persons, with reference to the sending of assistance and lifeboats to the relief of vessels recently wrecked on the north side of Prince Edward Island; and also papers and correspondence with reference to establishing life-saving stations and appliances at different points around the coast of Prince Edward Island. Presented 4th February, 1907.—*Mr. Lefurgey.* .... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

131. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence and documents on file referring to the sale of any timber upon what is known as the "Light House" reserve, on Hope Island, in the Georgian Bay. Presented 4th February, 1907.—*Mr. Bennett*..*Not printed.*

132. Copies of all correspondence between the Clerk of the Senate, and the Department of the Auditor General, and that of the Department of Justice, relating to the payment of sessional indemnity and travelling expenses to senators. Presented 1st February, 1907, by the Hon. The Speaker. *Not printed.*

133. Pay and Allowances Regulations for the Canadian militia, to have effect from the 1st January, 1907. Presented 6th February, 1907, by Sir Frederick Borden..............................*Not printed.*

134. Return to an order of the House of Commons, dated 30th January, 1907, for a copy of all accounts, vouchers, correspondence, documents and papers relating to the purchase of supplies forwarded or intended to be forwarded to Kingston, Jamaica, for the relief or assistance of sufferers from the recent disaster in that city. Presented 6th February, 1907.—*Mr. Taylor.* ....*Not printed.*

135. Return to an address of the Senate, dated 23rd February, 1907, asking for the production before the house of all papers, orders, rules, charges, reports of inquiries, evidence, and judgment rendered, by any council of war or court-martial whatsoever, concerning a soldier of the ordnance corps by the name of Télesphore Roy, at Quebec, accused and found guilty of any offence whatsoever, and sentenced on that account to cells and hard labour; together with all documents relating to this matter, before and after the charge and the judgment of the military court; the names of the complainant, of the officers who sat on the court-martial, of the defender of the accused, of those who confirmed the judgment; and a copy of the record upon which were based both the judgment of the court martial and the confirmation by superior authority of the judgment rendered. Presented 6th February, 1907.—*Hon. Mr. Landry*...*Not printed.*

136. Return to an address of the House of Commons, dated 10th December, 1906, for a copy of all orders in council, contracts, reports of experts or officials, and of all correspondence relating to the adoption and purchase of 250 subtarget guns, by the department of militia, and especially all letters passing between the Ontario Sub-Target Company (Limited), Mr. J. H. Jewell, Mr. Hartley Dewart, K.C., or any director or shareholder of the Sub-Target Company, and the Minister of Militia, or his private secretary, in reference to purchases or contracts, or agreements to purchase, either proposed or consummated, and payments made thereon or in pursuance thereof. Presented 7th February, 1907.—*Mr. Foster*..*Not printed.*

136*a*. Supplementary return to No. 136. Presented 20th March, 1907.....................*Not printed.*

137. Return to an address of the House of Commons, dated 30th January, 1907, for a copy of documents relating to the Metlakatla Indian Reserve, that is to say, a certain agreement with the province of Prince Edward Island in or about the year 1876, and mentioned in an order in council bearing date 2nd April, 1906, the said order in council and all recent correspondence dealing with the reserve. Presented 7th February, 1907.—*Mr. Borden (Carleton)*. ....*Not printed.*

138. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, documents and papers, in connection with the sale or grant by the government of Canada, or any department thereof, since 1st January, 1905, of any public lands or public domain, other than to actual settlers. Presented 7th February, 1907.—*Mr. Borden (Carleton)*.................... *Not printed.*

139. Return of the names of all persons appointed to or promoted in the Civil Service of Canada, during the calendar year 1906. Presented 14th February, 1907, by Sir Wilfrid Laurier....... *Not printed.*

140. Return to an address of the House of Commons, dated 28th January, 1907, for a copy of all orders in council, rules or regulations governing the operation and management of the Government Printing Bureau. Presented 14th February, 1907.—*Mr. Verville* ....*Not printed.*

141. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence concerning the retirement from office of Mr. Talbot, late postmaster at Cannington, Ontario. Presented 14th February, 1907.—*Mr. Hughes (Victoria)*.................................*Not printed.*

142. Return to an order of the House of Commons, dated 30th January, 1907, showing what life-saving stations are maintained on the sea coasts and inland waters of Canada, when the same were erected, respectively, and at what cost, respectively, and the cost of maintenance of each of same, during the last ten years. Presented 14th February, 1907.—*Mr. Boyce*......................... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

143. Return to an address of the House of Commons, dated 30th January, 1907, for a copy of all papers, memorials, memorandums, documents and correspondence between the provincial assembly and provincial government of Manitoba, and the Dominion Parliament and Dominion Government during the past ten years, in reference to the extension of the boundaries of Manitoba. Presented 18th February, 1907.—*Mr. Roche (Marquette)*.... .... *Not printed.*

144. Despatches and orders in council relative to Colonial Conference, 1907, from 20th April, 1905, to 15th February, 1907. Presented 18th February, 1907, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

145. Return to an address of the House of Commons, dated 28th January, 1907, for a copy of all orders in council, letters, papers, correspondence and documents relating to or connected with the resignation of Mr. Alexander Henderson as judge of the county court of British Columbia. Presented 18th February, 1907.—*Mr. Borden (Carleton)*.... ....*Not printed.*

146. Return to an order of the House of Commons, dated 6th February, 1907, showing the number of persons employed in the House of Commons, (*a*) as permanent employees, and in what capacity; (*b*) as sessional employees, and in what capacity; (*c*) the salary of each such employee; (*d*) the name of each employee of the house, or connected with the service of the house, as translators or otherwise, not living at Ottawa; (*e*) where each employee lives, and what his salary or remuneration is. Presented 18th February, 1907.—*Mr. Bergeron*.......... ....*Not printed.*

146*a*. Return to an order of the House of Commons, dated 6th February, 1907, showing where all the clerical work of the House of Commons is done, (*a*) the ordinary routine work; (*b*) all the translation; (*c*) how much is paid to translators not living in Ottawa, or working at their homes in Ottawa, per day, or how paid; (*d*) how much was paid last year for all such services in the House of Commons. Presented 18th February, 1907.—*Mr. Bergeron* . ...*Not printed.*

147. Copy of order in council respecting the landing of fresh fish in American bottoms and the purchase of supplies by such vessels, in ports of British Columbia,—and also copy of instructions to the collector of customs, Vancouver, B.C., respecting the same. Presented 19th February, 1907, by Hon. W. Paterson..*Not printed.*

148. Return to an address of the House of Commons, dated 6th February, 1907, for a copy of all orders in council, reports, letters, telegrams, accounts, vouchers, documents and other papers since the 1st January, 1902, relating to the surrender of the whole or any portion of the Nipissing Indian Reserve. Presented 20th February, 1907.—*Mr. Taylor*... .... *Not printed.*

149. Return to an address of the Senate, dated 29th of January, 1907, for copies of all reports received by the government or any member thereof, relating to the establishment of an experimental branch farm in Prince Edward Island, and any order in council made regarding the same; also a statement showing what tract of land, if any, has been purchased for the purposes of the said farm, where it is located, the number of acres acquired, the price paid for the same, and the name of the vendor. Presented 19th February, 1907.—*Hon. Mr. Ferguson*......... ....*Not printed.*

150. Return (in so far as the department of the interior is concerned) to an address of the House of Commons, dated 6th February, 1907, for a copy of all orders in council in connection with the land grants or subsidies to the following railways: The Manitoba and Southeastern Railway Company, the Lake Manitoba Railway and Canal Company, the Hudson Bay Railway Company, the Winnipeg and Great Northern Railway Company, and all other railways now part of The Canadian Northern Railway Company's system, west of the province of Ontario. Presented 21st February, 1907.—*Mr. McCarthy (Calgary)*........... ....*Not printed.*

151. Correspondence respecting the vacancy on the Bench of the Supreme Court of Nova Scotia. Presented 21st February, 1907, by Hon. A. B. Aylesworth..........................*Not printed.*

152. A statement of the affairs of the British Canadian Loan and Investment Company, as on 31st December, 1906. Presented 22nd February, 1907, by the Hon. The Speaker..........*Not printed.*

153. Return to an order of the House of Commons, dated 6th February, 1907, showing: In respect of items "Locomotive and car shops, and land purchase at Moncton, $540,000" and "New machinery for locomotive and car shops, $72,500", in the Appropriation Act of 1906, Schedule B, page 29, all expenditures made thereunder up to December 31st, 1906, said statement to specify in respect of each payment, the date of the transaction, the nature of the goods supplied or service rendered, name of the person or company to whom the consideration was paid. Presented 25th February, 1907.—*Mr. Crocket*.................. ....*Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

154. Return to an order of the House of Commons, dated 21st January, 1907, for a copy of all reports, papers, surveys, estimates, correspondence and other documents, with reference to the proposed branch line from the Prince Edward Island Railway at or near O'Leary, to a point at or near West Cape. Presented 25th February, 1907.—*Mr. Lefurgey*.................... ....*Not printed.*

155. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence, contracts, appointments of overseers, in respect to Port Bruce Harbour, in the county of Elgin, Ontario, since 1st January, 1905; also a return showing voucher pay-sheets, amount of new material used, from whom purchased, of all day or contract work on said harbour, giving the names of overseers and when appointed, from same date. Presented 26th February, 1907.—*Mr. Marshall.* *Not printed.*

156. Return to an order of the House of Commons, dated 6th February, 1907, showing: 1. What government dredges operated in the maritime provinces during the years 1900-1, 1901-2, 1902-3, 1903-4, 1904-5, 1905-6. 2. At what ports or places in the maritime provinces dredging was carried on during said years, giving the name of the dredge operating in each place, the number of days each dredge was employed, and the number of cubic yards excavated at each place where dredging was carried on. 3. Where said dredges are at present. Presented 26th February, 1907.—*Mr. Sinclair.* *Not printed.*

157. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, valuations, letters, telegrams, correspondence, memoranda, conveyances and other documents and papers, from the first day of January, 1900, to the present time, relating to the proposa to acquire lands at Truro, Nova Scotia, for the Intercolonial Railway, and especially all such documents as aforesaid relating to the acquisition of land purchased by the Crown from H. W. Yuill by deed bearing date on or about the 17th October, 1904; also a copy of conveyances bearing date in October, 1904, under which the said Yuill acquired the said property; also all reports touching the question of sites for the construction of a round-house at Truro. Presented 28th February, 1907.—*Mr. Borden (Carleton)*.. ....*Not printed.*

158. Return to an order of the House of Commons, dated 11th February, 1907, showing: 1. What work the Railway Department ordered and performed at public expense to rail and ballast the whole or part of a branch railway from the Intercolonial Railway to the Wallace Quarries, Cumberland County, Nova Scotia, and what length was railed or ballasted. 2. From what point and for what distance the department conveyed ballast for the said work. 3. The length of said branch line. 4. Why the said branch line was not extended to Wallace Village, and what distance farther than constructed it would be necessary to build to give Wallace Village rail connection. 5. If the department hauls cars to said Wallace Quarries at public expense, and why it is done. 6. If shunting charge on the said branch line was cancelled, when it was cancelled, and for what reason. 7. At whose instance or request, or for whose benefit the above-mentioned work was done, and the shunting charge cancelled. 8. How much the department has expended for work on construction of said branch line. 9. Who the owners or operators of the said Wallace Quarries are. 10. What the freight rates collected by the department over the said branch lines are. 11. What similar or any concessions in the matter of construction, reduction of freight rates, or cancellation of shunting charges, to or in relation to any other quarries operated at or near Wallace have been granted by the department. 12. What other quarries operating at or near Wallace, and doing business over the Intercolonial Railway, are charged freight rates or shunting charges, or both, upon or in respect to any branch line used by them. 13. What companies are so operating, and what charges the department makes against them. 14. What owners or operators of the Wallace Quarries above-mentioned are related to the minister of railways, who they are, and how related. Presented 28th February, 1907.—*Mr. McLean (Queen's)*................................ .... *Not printed.*

159. Return to an order of the House of Commons, dated 18th February, 1907, showing: Summary of stock, implements, chattels, grain, hay, roots, and all other kinds of fodder, and their value, on the first day of December, for the years 1905-1906 on the Central Experimental Farm, Ottawa. Presented 28th February, 1907.—*Mr. Jackson (Elgin)*. .. ..*Not printed.*

160. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of the correspondence, telegrams, tenders, and engineer's estimate, in reference to letting the contract for the construction of extension pier at Port Daniel, in county of Bonaventure, on 30th May, 1904. Presented 1st March, 1907.—*Mr. Martin (Queen's)*.............. ....*Not printed.*

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161. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence, contracts, appointments of overseers, in respect to Port Burwell Harbour, in the county of Elgin, Ontario, since 1st January, 1905; also a return showing pay-sheets, amount of new material used, from whom purchased, of all day or contract work on said harbour, giving names of overseers, and when appointed from the same date. Presented 1st March, 1907.—*Mr. Marshall.* *Not printed.*

162. Copy of Deed, Joseph H. Henderson *et ux* to His Majesty the King, for 34.78 acres of land in the city of Halifax, N.S., for the Intercolonial Railway. Presented 1st March, 1907, by Hon. H. R. Emmerson..... ....*Not printed.*

163. Return to an order of the House of Commons, dated 3rd December, 1906, showing: 1. The present indebtedness to the Dominion Government of the Montreal Turnpike Trust, (*a*) on capital account; (*b*) for arrears of interest. 2. The amount collected at each toll-gate belonging to the said Turnpike Trust during the year ending 31st December, 1905. 3. The names of all parties who have commuted their tolls, and the amount of commutation paid in each case. 4. The amounts expended on each section or road division under the control of said trust, during the said year, ending 31st December, 1905, and the contracts given out during the year, with the name of the contractor, and the date and amount involved in each case. 5. The amount paid out during the said year at each toll-gate and check-gate for salaries of day and night keepers, and other expenditures at each of the toll-gates maintained. 6. The names of all parties holding passes for free use of the road, under the control of said trust, during the said year. 7. The expense of the said trust during the said year, for rent, salaries of the office, giving name and remuneration of each official. 8. The actual indebtedness in detail of the said trust, outside of its bonds, due to the government of Canada. 9. The amount collected during the year 1905 from municipalities, under special agreements made, as their share, pro rata, of the bonded indebtedness of the Turnpike Trust. Presented 1st March, 1907.—*Mr. Monk*...... ... .*Not printed.*

164. Return to an order of the House of Commons, dated 16th January, 1907, showing: 1. What amounts were paid into the office of the receiver general during the fiscal year 1905-1906 on account of contractors' deposits for security, and by what contractors these sums were paid. 2. The deposits forfeited to the government during the said fiscal year, names of the contractors and the amounts so forfeited. 3. Cheques received as security from contractors during the said fiscal year, held by the departments which received them, and from whom they were received. 4. The total amount now in the hands of the receiver general and of the several departments, respectively, belonging to this account. Presented 1st March, 1907.—*Mr. Foster*..... . ...*Not printed.*

165. Return to an address of the House of Commons, dated 10th December 1906, (in so far as the department of customs is concerned), for a copy of all orders in council, correspondence, and all other papers, relating to the Standard Chemical Company (Limited), or Peuchen & Co., in its dealings with the Customs and Inland Revenue Departments, from the date of the incorporation of the said company to the present date. Presented 1st March, 1907.—*Mr. Robitaille*.... .... .*Not printed.*

166. Return (in so far as the department of the interior is concerned) to an address of the Senate dated 7th February, 1907, calling for the orders in council of the 11th of May, 1885, and the 5th of March, 1895, allotting lands in the Northwest Territories under the authority of the Act of 1884, chapter 25, section 7, and all orders in council passed since 1895, relating to grants of lands for this purpose. Also copies of all contracts between the Canadian Northern Railway Company and the government relating to the construction of a line of railway to the Hudson Bay or any portion of the said line of railway. Presented 21st February, 1907.—*Hon. Mr. Ferguson*......... ....*Not printed.*

167. Return to an order of the House of Commons, dated 9th January 1907, showing all timber lands in the railway belt in the province of British Columbia, sold or leased by the government, or any department thereof, since the 1st July, 1896, the description and area of such lots, the applications made therefor, the notice of advertisement for sale or tender, the tenders received, the amount of each tender, the tenders accepted, the name and address of the person or company to whom each lot was sold or leased. Presented 4th March, 1907.—*Mr. McCarthy (Calgary)*.. ....*Not printed.*

167*a*. Return to an order of the House of Commons, dated 11th March, 1907, showing: The timber lands sold or leased by the department of the interior subsequent to the date of those included in Sessional Paper No. 90, brought down to the house on the 9th of April, 1906; the description and area of such lands, the applications made therefor, the notice of advertisement for sale or tender, the tenders received, the amount of each tender, the tenders accepted, the name of the person or com-

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pany to whom each lot was sold or leased, and the name and address of each person or company to whom any of such leases have been transferred. Presented 9th April, 1907.—*Mr. Ames*. *Not printed.*

167*b*. Return to an order of the House of Commons, dated 8th April, 1907, showing, in respect of timber berths Nos. 824, 1062, 1107, 1108, 1171 and 1212, all bonuses, rentals or dues paid to date by the lessees or other assigns to the government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers, or memoranda of any description, and a copy of the regulations of the department of the interior in force at the time said timber berths were leased, and the corresponding regulations in force at the present time. Presented 26th April, 1907.—*Mr. Boyce* ... . *Not printed.*

168. Return to an order of the House of Commons, dated 4th March, 1907, showing: 1. How much money has been paid by the government of Canada in the form of bounties on lead. 2. To what companies the same has been paid. 3. Where the mines are located. Presented 4th March, 1907.—*Mr. Marshall*.. *Not printed.*

169. Return to an address of the House of Commons, dated 11th February, 1907, for a copy of all correspondence, reports and letters, between this government and the government of the United States, relating to rural free delivery. Presented 5th March, 1907.—*Mr. Armstrong*.......... *Not printed.*

170. Return to an order of the House of Commons, dated 11th February, 1907, showing the names of the employees of the Brandon Post Office during the year ending June 30th, 1906, and salaries received by them, respectively; also names and salaries of those now employed in the office; also amount paid by the postmaster for help and expenses for year ending June 30th, 1906. Presented 5th March, 1907.—*Mr. Roche (Marquette)*.. *Not printed.*

71. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence, contracts, appointments of overseers, in respect to Port Stanley Harbour, in the county of Elgin, Ontario, since 1st January, 1905; also a return showing pay-sheets, amount of new material used, from whom purchased, of all day or contract work on said harbour, giving names of overseers, and when appointed from the same date. Presented 5th March, 1907.—*Mr. Marshall.* *Not printed.*

172. Return to an order of the House of Commons, dated 28th January, 1907, showing: In respect of the special inspection undertaken in April last of all unpatented homesteads entered for prior to 1st September, 1905, in the Alameda, Battleford, Regina and Yorkton land districts (referred to in Part I, page 4, of the Report of the Department of the Interior, 1905-6: (*a*) the report of the Inspector of Dominion Land Agencies; (*b*) the instructions issued to the several land agents and homestead inspectors; (*c*) all correspondence between the department of the interior and the aforesaid agencies in respect to the necessity or desirability of such inspection, the manner in which it should be conducted, and the action to be taken in consequence of the facts brought out by such inspection. Presented 6th March, 1907.—*Mr. Ames*.................................. *Not printed.*

173. Return to an address of the Senate, dated 13th June, 1906, for a copy of the correspondence exchanged between the Honourable Mr. Landry and the Right Honourable Sir Wilfrid Laurier, and between the latter and the Department of Militia and Defence, on the subject of the refusal by that department to translate and to cause to be published in French the regulations for the militia which were published, in English only, in the *Canada Gazette*, of the 5th May last. Presented 5th March, 1907.—*Hon. Mr. Landry*... *Not printed.*

174. Return to an order of the House of Commons, dated 18th February, 1907, for a copy of all regulations submitted by the government to trans-Atlantic steamship companies for their guidance in regard to stowing of perishable products, or temperatures to be maintained in cold storage, or cold air chambers, or ventilation required in ordinary storage chambers on their steamships. Presented 7th March, 1907.—*Mr. Smith (Wentworth)*.. *Not printed.*

175. Return to an order of the House of Commons, dated 23rd January, 1907, for a copy of all correspondence and written communications between judges of the Provincial Courts and the Minister of Justice, or any member or official of the government, since the passing of the Dominion Act 4-5 Edward VII, chapter 31, in reference to section 7 of said Act, or in reference to judges acting as executors, administrators or trustees of estates, directors or managers of companies, corporations or firms, or arbitrators, umpires or referees in matters of controversy, or engaging in other extrajudicial work; and including a copy of a circular letter to judges issued by the Minister of Justice, and referred to by the Minister in *Hansard* for First Session of 1906, at page 869, and of the answers of the judges to the circular. Presented 8th March, 1907.—*Mr. Lennox*.................. *Not printed.*

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176. Return to an order of the House of Commons, dated 28th January, 1907, for a copy of the report of Mr. C. W. Speers, General Colonization Agent, in respect of the special inspection and enumeration which was made of the Doukhobor colonies during the year 1905-6, together with the instructions which led up to it, and the report of the inspectors engaged in the work (without census sheets), and any correspondence in connection with or arising out of the same. Presented 8th March, 1907.—*Mr. Ames*.. *Not printed.*

177. Return to an order of the House of Commns, dated 28th February, 1907, for a copy of all correspondence in regard to the mission of W. L. Mackenzie King, Deputy Minister of Labour, to England, to secure legislation by the British Parliament to prevent fraudulent representations being made in that country to induce emigration to Canada; also a copy of the legislation enacted as a result of such mission. Presented 8th March, 1907.—*Mr. Smith (Nanaimo)*..................... *Not printed.*

178. Return to an order of the House of Commons, dated 18th February, 1907, for a copy of the report respecting the selection and location of 3,500,000 acres in the Peace River District of British Columbia, which has been prepared upon the exploratory survey mentioned by the Minister of the Interior on the 7th February in the House of Commons. Presented 11th March, 1907.—*Mr. Borden (Carleton)*.. *Printed for sessional papers.*

179. Return to an order of the House of Commons, dated 20th February, 1907, showing all timber licenses over Indian lands in the territorial district of Algoma granted or rented by the government since 1896; returns of such licenses or rentals, the area covered by each of the same, the names and address of the several licensees, and the prices or rentals paid, respectively, and any conditions which may be attached to the same, respectively. Presented 12th March, 1907.—*Mr. Boyce*........ *Not printed.*

180. Return to an order of the House of Commons, dated 25th February, 1907, for a copy of all correspondence, documents and papers, accounts, agreements, grants and memoranda respecting the application for and sale of timber lands in the townships of Fisher, Haviland and Tilley, in the district of Algoma, on the 21st of November, 1900, by the Superintendent General of Indian Affairs, to Messrs. Wilson, Reeser and Philp. Presented 12th March, 1907.—*Mr. Boyce*......... *Not printed.*

181. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of all reports made by superintendents of experimental farms in Canada regarding the results of experiments made during the past season to test the value of fish scrap produced at the government reduction works at Canso, Nova Scotia, as a fertilizer. Presented 12th March, 1907.—*Mr. Sinclair*..*Not printed.*

182. Return to an order of the House of Commons, dated 25th February, 1907, showing what statistical matter has been omitted from the Canada Year-book, 1905, which it has been customary to include in the Year-book of former years; and also where such omitted information can be found if published elsewhere. Presented 12th March, 1907.—*Mr. Kemp*.............................. *Not printed.*

183. Return to an order of the House of Commons, dated 11th February, 1907, showing: 1. What control the government has over the teachers in the Indian schools of Canada. 2. Whether or not the teachers are compelled by law to have certificates before accepting a position in the Indian schools of Canada. 3. How many teachers in the Indian schools of Canada have first class certificates, how many second class certificates, how many third class certificates, and how many are teaching on permits. 4. What standard of school books are used in said schools, and if said books are issued under instructions, from the department of Indian affairs, or issued by the department, or by what authority said books are issued, and who has charge of the issuing of such books. 5. Any regulations relating to education of Indians passed by this government since 1896, and the nature of said regulations. 6. The regulations, if any, that have been passed since 1896 relating to teachers in Indian schools. Presented 13th March, 1907.—*Mr. Armstrong*............................. *Not printed.*

184. Return to an order of the House of Commons, dated 25th February, 1907, for a copy of all correspondence had between the Attorney General of New Brunswick, or any other member of the New Brunswick government, and the Minister of Justice, or any other member of the Dominion government, touching or in any way relating to the reorganization of the Supreme Court of New Brunswick. Presented 13th March, 1907.—*Mr. Crocket*.................................. *Not printed.*

185. Return to an order of the House of Commons, dated 20th February, 1907, showing: 1. The names of every officer, non-commissioned officer and man, of the Second Rifles Royal Canadian Regiment, the Canadian Mounted Rifles, the Royal Canadian Field Artillery, and the Strathcona Horse, and the South African Constabulary, who enlisted from the province of British Columbia, in order to take part in active military operations in South Africa. 2. The names of all British Columbians

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who served with or embarked for service with the British forces in South Africa who were not members of the above corps. 3. The names of all British Columbians who were regularly appointed to the medical staff, and were actively engaged in said military operations. 4. The names of nurses, hospital dressers, and orderlies, resident in British Columbia, who were actively engaged in said military operations. Presented 13th March, 1907.—*Mr. Ross (Yale-Cariboo)*... .....*Not printed.*

186. Return to an order of the House of Commons, dated 23rd January, 1907, for a copy of all correspondence, with the papers and reports made by superior officers of the Department of Marine and Fisheries, or by Captain Wakeham, or any other person, regarding the dismissal from the service of R. P. Dubé, second mate on board *La Canadienne*; also for a copy of the report made by the said R. P. Dubé to the Department of Marine and Fisheries regarding the fire on the *Aberdeen*, on the 10th November, 1905. Presented 13th March, 1907.—*Mr. Gauvreau*...... ....*Not printed.*

187. Return to an order of the House of Commons, dated 11th February. 1907, for a copy of the record and all proceedings in the suit in the Exchequer Court of Canada between the King, on the information of the Attorney General of the Dominion of Canada, and H. E. Lyon, plaintiffs, and Malcolm McKenzie and Felix A. Montalbetti, defendants, including all correspondence in connection therewith between the Department of Justice and the Department of the Interior, or any officers thereof, respectively, and between either of the said departments, or any officers thereof, and any other person or persons whatsoever; and including all documents or memorandum in any way relating to the said suit, including instructions to counsel engaged therein on behalf of the plaintiffs; and also all documents on file in the Department of the Interior, relating to the northeast quarter of section 35, in township 7, range 4, west of the 5th meridian. Presented 18th March, 1907.—*Mr. Herron*........ .. ..*Not printed.*

187*a*. Supplementary return to No. 187. Presented 10th April, 1907............. ....*Not printed.*

188. Return to an order of the House of Commons, dated 23rd January, 1907, showing: All sales of Dominion lands of 160 acres and upwards, in Manitoba, Saskatchewan and Alberta, which have been made by the government, exclusive of school lands, since the 1st January, 1905, with the price obtained, and dates of sale. Presented 19th March, 1907.—*Mr. Lake*.................*Not printed.*

189. Return to an address of the Senate, dated 6th March, 1907, for copies of all correspondence between the government of Canada or any member thereof with any person whatsoever, and any report from any officer of the government regarding the question of pensions by the state to deserving persons of advanced age; and also a copy of a Bill referred to by the Right Honourable the Minister of Trade and Commerce during a speech made by him in the Senate on the 28th February last, dealing with the sale of annuities by the government of Canada. Presented 19th March, 1907.—*Hon. Mr. Ferguson*........... .... *Not printed.*

190. A statement in pursuance of section 17 of the Civil Service Insurance Act for the year ending 30th June, 1906. Presented (Senate) 15th March, 1907, by Hon. R. W. Scott...............*Not printed.*

191. Return to an address of the House of Commons, dated 28th March, 1906, for copies of all orders in council, reports, memoranda, correspondence, valuation, documents and papers, of every kind and nature and description, relating to the property situated on the south side of Spring Garden Road, in the city of Halifax, upon which the old drill shed was or is situated; or relating to the leasing, conveying, disposal, or user of the said property, or of any property conveyed to the crown in consideration or in part consideration therefor. Presented 22nd March, 1907.—*Mr. Fowler*..*Not printed.*

192. Return to an order of the House of Commons, dated 11th February, 1907, for a copy of all reports or correspondence between the Railway Commission and the Department of Justice, concerning the trial of one Atkinson, on a charge of manslaughter, in connection with the collision which took place on the Grand Trunk Railway at Richmond, Quebec, in August, 1904. Presented 22nd March, 1907.—*Mr. Worthington*............. ....*Not printed.*

193. Return to an order of the House of Commons, dated 6th February, 1907, for a copy of all correspondence, telegrams, orders in council, and all other papers and documents in possession of the government, or any member or official thereof, in any way relating to the purchase by the government of what is known as the Warburton property in Charlottetown, for a rifle range, and a right of way for approach to the Hillsboro' bridge. Presented 25th March, 1907.—*Mr. Lefurgey.* *Not printed.*

193*a*. Supplementary return to No. 193. Presented 15th April, 1907........ .... *Not printed.*

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194. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of immigration buildings in the city of Winnipeg, since 1st January, 1900. Presented 25th March, 1907.—*Mr. Borden (Carleton). Not printed.*

194*a*. Supplementary return to 194. Presented 19th April, 1907.... ....*Not printed.*

195. Return to an order of the House of Commons, dated 4th March, 1907, showing: The number of desks of every kind and description, with prices of the same, bought for the House of Commons by the government, since 1896. (Particulars of purchases by Stationery Branch and the Sergeant-at-Arms.) Presented 25th March, 1907.—*Mr. Bergeron*..... ....*Not printed*

196. Return to an order of the House of Commons, dated 4th March, 1907, showing: 1. The chief differences in principle between the Ross rifle and the Snider-Enfield, the Martini-Henry and the Lee-Enfield. 2. The average annual number of each, the Ross rifle and the Lee-Enfield rifle, manufactured. 3. The various kinds of rifle "sights" for which adoption has been sought in recent years. 4. The number of accidents to men in Canada from each, the Lee-Enfield and the Ross rifle. 5. The breakages or disabled rifles of each class recorded. Presented 25th March, 1907.—*Mr. Hughes (Victoria). Not printed.*

197. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications, plans and drawings, reports, letters, telegrams, correspondence, contracts and other documents and papers of every kind, touching or relating to the construction of a post office building at Vancouver, British Columbia. Presented 27th March, 1907.—*Mr. Borden (Carleton)* ....*Not printed.*

198. Return to an order of the House of Commons, dated 11th February, 1907, for a copy of all letters, reports and other papers connected with the cutting of a channel into a lake at Red Head, Shelburne Co., N.S., for the purpose of connecting it with the sea. Presented 2nd April, 1907.—*Mr. Gunn. Not printed.*

199. Return to an order of the House of Commons, dated 14th January, 1907, showing: The number of miles of government telegraph lines, respectively, in each of the provinces and districts of Canada, the points between which they run, and the various stations on each line, and population of the same, the working expenses and receipts, respectively of each station and line for the ten years ending December 31st, 1906; the amount that has been spent yearly during the ten past years, (*a*) on construction of new lines or extensions; (*b*) on repairs and maintenance of existing lines; and the total expenditure for, (*a*) construction; (*b*) repairs and maintenance of the present government telegraph lines, and the receipts and working expenses thereof by years. Presented 27th April, 1907.—*Mr. Foster*...................... .. .. *Not printed.*

200. Return to an address of the House of Commons, dated 28th March, 1906, showing: 1. What proprietary rights, or rights of licensing, or control or other rights, if any, are vested in the government of Canada or the crown, in the right of Canada in respect to (*a*) sea fisheries; (*b*) inland fisheries in each province. 2. What such rights are vested in each provincial government or the crown in the right of each provincial government, in respect of the matter aforesaid. 3. What rights, powers or jurisdiction to lease or otherwise regulate or control, manage or interfere with sea or inland fisheries, are exercised by the federal government or any department thereof. 4. What such rights, powers or jurisdiction, if any, are exercised by any provincial government or department thereof. 5. What jurisdiction to legislate is possessed or exercised by, (*a*) the parliament of Canada; (*b*) any provincial legislature with respect to: (*c*) sea fisheries, or (*d*) inland fisheries in regard to: (*e*) proprietary rights; (*f*) licensing; (*g*) other regulations; (*h*) control or management. 6. Whether any differences or disputes between any provincial government and the federal government now exist with respect to any of the matters above mentioned; and, if so, a statement of the exact nature and form of such disputes or differences. Presented 10th April, 1907.—*Mr. Borden (Carleton)*....*Not printed.*

201. Copy of amendment to the Postal Convention of January, 1888, between Canada and the United States. Presented 11th April, 1907, by Hon. R. Lemieux..... ....*Not printed.*

202. Return to an order of the House of Commons, dated 18th February, 1907, for a copy of all correspondence, telegrams, reports, and all other information in the possession of the government, or any member or official thereof, in reference to winter communication, and the construction of a tunnel between Prince Edward Island and the mainland of Canada. Presented 12th April, 1907.—*Mr. Martin (Queen's)*................... ....*Not printed.*

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202*a*. Supplementary return to 202. Presented 17th April, 1907............................*Not printed.*

203. Return to an order of the House of Commons, dated 30th January, 1907, showing what wrecks have been reported to the Department of Marine and Fisheries of Canada, which have occurred on the Great Lakes, that is, Lakes Huron and Superior, since the first day of May, 1882; showing what loss of life occurred as a consequence of each wreck, the reported or ascertained cause of the wreck, showing in each case whether there was an investigation into the cause of the wreck, the tonnage and approximate value of each vessel and cargo lost. Presented 12th April, 1907.—*Mr. Boyce.* *Not printed.*

204. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence between the postmaster general's department and any person or persons, relating to the forbidding the use of the mails to the newspaper known as *Lowrey's Claim*, and copies of the articles complained of. Presented 15th April, 1907.—*Mr. Galliher*.................. .... *Not printed.*

205. Return to an order of the House of Commons, dated 29th November, 1906, showing the names, places of residence, places or ports where shipped, and dates when shipped, of the officers and crews of the steamers *Minto*, *Stanley* and *Princess*; and also of the dredges *W. S. Fielding*, *St. Lawrence* and *George MacKenzie.* Presented 12th April, 1907.—*Mr. McLean (Queen's)*.. ....*Not printed.*

205*a*. Return to an address of the Senate dated 27th February, 1907, asking for a statement showing: 1. How many men are now or have been employed on the government steamer *Montcalm*, giving the name of each, the date of his employment, the nature of his duties, the amount of his remuneration, and stating in each case whether the employment has been permanent or temporary. 2. What service or services has the said steamer been engaged in, since her construction. If there have been different services the statement to show definitely the time devoted to each service. 3. At what places in the St. Lawrence or elsewhere has the said steamer operated in ice-breaking, and to what extent has such operation resulted in opening passages for ordinary shipping. 4. What has been the total cost of maintenance of said steamer, including wages, fuel, repairs, board of crew, and other expenses, from the time she commenced service (the date to be stated) up to the 25th instant. 5. And showing the tonnage, horse-power, and original cost of said steamer. Presented 17th April, 1907.—*Hon. Mr. Ferguson*.......................... ....*Not printed.*

206. Return to an order of the House of Commons, dated 17th December, 1906, for a copy of all correspondence between the Winnipeg Board of Trade and any other body or individual and the government or any department thereof, relating to the restriction of fishing on Lake Winnipeg. Presented 12th April, 1907.—*Mr. Roche (Marquette)*.......... ....*Not printed.*

207. Return to an order of the House of Commons, dated 17th December, 1906, for: 1. A copy of all leases and agreements between the government, represented by the Deparment of Marine and Fisheries, and (*a*) the Athabasca Fish Company (J. K. McKenzie, Selkirk, Manitoba), or their assigns, Messrs. Butterfield & Dee; (*b*) A. McNee, Windsor, Ontario; (*c*) the British American Fish Corporation of Montreal and Selkirk (F. H. Markey). 2. A copy of all reports, correspondence or documents, relating to or touching upon the application for securing of, transfer of, or enjoyment of any privileges under said leases. 3. A statement of all rentals, bonuses, or payments to the government in respect of such leases to date. 4. All information in the possession of or procurable by the government with reference to (*a*) the number of tugs, boats and men employed; (*b*) the quantity and value of nets used; (*c*) the number and value of fish taken; (*d*) the quantity of fish exported under each of said leases during the last period of twelve months, for which such figures are available. Presented 12th April, 1907.—*Mr. Ames*.. . ...*Not printed.*

208. Return to an order of the House of Commons, dated 9th January, 1907, showing, in respect of all contracts since 1st January, 1904, between the government and the Gallena Oil Company, of Toronto, for supplies to any of the railways of the government: 1. The tenders upon which contracts were based, and all tenders made by other parties for such contracts. 2. All correspondence and communications of the department and officers thereof, with the several tenderers or contractors, relating to such contracts, or tenders or supplies; also all correspondence and communications between such officers, relating to such tenders, contracts or supplies. 3. All advertisements, notices, statements, accounts, papers and vouchers, relating to such contracts or supplies, or payments thereof. Presented 15th April, 1907.—*Mr. Ames*.. *Not printed.*

209. Return to an order of the House of Commons, dated 9th January, 1907, for a copy of all reports, instructions, plans, agreements or documents, of every description, in the possession of the government, concerning, relating to, or touching upon the location, the erection, or the equipment of new

CONTENTS OF VOLUME 13—*Continued.*

locomotive and car shops at Moncton, or the purchase of new machinery for the same. Presented 15th April, 1907.—*Mr. Ames*.. *Not printed.*

210. Return to an order of the House of Commons, dated 11th of March, 1907, showing the total amount of money in banks, to the credit of the government, at the end of each month during the year 1906, and the name of each bank. Presented 15th April, 1907.—*Mr. Armstrong*............. *Not printed.*

211. Return to an order of the House of Commons, dated 20th February, 1907, showing all the mineral, coal and other lands, water-powers, and other franchises in the vicinity of Grand Falls, on the Hamilton River, and also in the District of Mackenzie; and also in the Territory of Ungava, that have been applied for, leased, granted, disposed of, or otherwise dealt with, since the year 1896; together with the names and addresses of the applicants, lessees and purchasers, the prices paid, the quantity of land alienated, and the conditions, if any, attached to each of the grants or dispositions. Presented 17th April, 1907.—*Mr. Boyce*.. *Not printed.*

212. Return to an order of the House of Commons, dated 11th March, 1907, for a copy of all papers, reports and correspondence, in connection with the Doukhobor colonies in Saskatchewan, from October 1st, 1906, to date. Presented 17th April, 1907.—*Mr. Cash*.................... *Not printed.*

213. Return to an address of the House of Commons, dated 8th April, 1907, for a copy of all memorials, petitions, resolutions, correspondence or documents of any description in the possession of the government, relating to or referring to the recent appointment of a senator to represent the district of Rougemont. Presented 17th April, 1907.—*Mr. Ames*.............................. *Not printed.*

214. Return to an order of the House of Commons, dated 11th February, 1907, showing: 1. What works of a public nature have been undertaken in the counties of Compton, Richmond and Sherbrooke, respectively, by any department of this government since 1896 to date. 2. All sums of money, apart from the usual expenditure in connection with the maintenance of postal and customs department, that have been expended in these counties, respectively, since that date. 3. For what purposes these sums were expended, and to whom paid. Presented 19th April, 1907.—*Mr. Worthington.* *Not printed.*

215. Return to an address of the House of Commons, dated 18th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of a post office in the city of Winnipeg, since the year 1900. Presented 19th April, 1907.—*Mr. Borden (Carleton)*.......................... *Not printed.*

216. Return to an order of the House of Commons, dated 11th February, 1907, for a copy of all letters, reports and other papers connected with the building of a wharf at North East Harbour, Shelburne County, N.S. Presented 19th April, 1907.—*Mr. Perley*.............................. *Not printed.*

217. Return (in part) to an order of the House of Commons, dated 6th February, 1907, for a copy of all letters, accounts, vouchers, cheques, correspondence and documents relating to any amount paid to Mr. R. T. McIlreith, barrister, of Halifax, for legal services, by the government of Canada, during each of the fiscal years ending, respectively, 30th day of June, 1902, 1903, 1904, 1905 and 1906. Also relating to all amounts similarly paid to any legal agent or representative of the government at Halifax during each of the fiscal years ending, respectively, 30th June, 1891, 1892, 1893, 1894, 1895, 1896 and 1897. Presented 19th April, 1907.—*Messrs. Crocket* and *Johnston*............ *Not printed.*

218. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of all papers and correspondence, relating to the adoption and the application of section 9 of the Act of 1885, amending the Consolidated Revenue Act of 1883, now subsection 4 of section 148, of chapter 34 of the Revised Statutes of Canada; this Act treating of two-year maturing spirits in bond. Presented 19th April, 1907.—*Mr. Robitaille*.. *Not printed.*

219. Report of Mr. Augustus Power, K.C., Commissioner appointed to report on the matter of Louise F. Wiley *vs.* Fred. T. Congdon. Presented 19th April, 1907, by Hon. F. Oliver...... *Not printed.*

220. Extracts from a report of the Committee of the Privy Council, approved by the Governor General on 26th May, 1906, and 5th July, 1906, respecting certain ordinances passed by the council of the Yukon Territory. Presented 20th April, 1907, by Hon. F. Oliver.................... *Not printed.*

221. Return to an order of the House of Commons, dated 4th March, 1907, showing: All coal lands leased, sold, or otherwise disposed of, from the 1st of January, 1906, to date, giving the area disposed of, the party to whom, the consideration therefor, the assignments made, if any, the date thereof, and the name of the assignee in each case. Presented 24th April, 1907.—*Mr. Lake.* *Not printed.*

CONTENTS OF VOLUME 13—*Concluded.*

222. Census of Statistics. Bulletin 1, Wage-earners by Occupations. Presented 25th April, 1907, by Hon. S. A. Fisher .... *Not printed.*

223. Return to an address of the Senate dated 7th December, 1906, for copies of all correspondence respecting a site or sites for a public building in the town of Glace Bay, N.S., between any member of the government and all other parties; the area of the sites, the price of each, the date of the purchase, the date of each payment, the name of the seller of each site, the report or reports of the government engineer, showing lots recommended and those not recommended by him, and all notes or memoranda referring to said sites. Presented 15th April, 1907.—*Hon. Mr. McDonald (Cape Breton)*.......... *Not printed.*

224. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all correspondence and other papers since the year 1896, between the city of Toronto, the Harbour Commissioners of Toronto, or any other persons, and the Dominion government, relating to, (*a*) the dredging or deepening of Toronto Harbour and the approaches thereto at the eastern and western gaps, or the shoals outside of said entrances; (*b*) the building of breakwaters, piers or other works for or in connection with such entrances at the eastern and western gaps to said harbour. Presented 27th April, 1907.—*Mr. Macdonnell*.......... *Not printed.*

225. Supplementary return to 166. Presented (Senate) 28th February, 1907.......... *Not printed.*

226. Return to an address of the Senate dated 20th March, 1907, asking for all correspondence between the government of Canada or any department thereof, and the government of Prince Edward Island, in 1901 or 1902, respecting the per capita allowance payable to that province, as provided for in the British North America Act, and how the said allowance should be computed on the population of the province, as ascertained by the census of 1901. Presented 5th April, 1907.—*Hon. Mr. Ferguson*.......... *Not printed.*

227. Return to an order of the Senate, dated 6th February, 1907, asking for a statement indicating in so many columns: 1. The names, christian names, age and nationality, of all persons who have been appointed to any position in the customs house at Quebec, since the 1st of July, 1906. 2. The names of the persons who were replaced by those new appointments, specifying at the same time whether the persons so replaced were replaced by reason of their death, their retirement, or their dismissal, and by whom they have been replaced. 3. The names of the persons who recommended each of these new appointments. Presented 27th April, 1907.—*Hon. Mr. Landry*.......... *Not printed.*

THIRTY-NINTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1906

MARINE

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1907

[No. 21—1907].

To His Excellency the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, VISCOUNT HOWICK; BARON GREY OF HOWICK; A BARONET, G.C.M.G, &c., &c., &c., &c., *Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Thirty-Ninth Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,

Your Excellency's most obedient servant,

LOUIS-PHILIPPE BRODEUR,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, October, 1906.

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REPORT

OF THE

DEPUTY MINISTER OF MARINE AND FISHERIES.

To the Honourable Louis-Philippe Brodeur,
Minister of Marine and Fisheries.

Sir,—I have the honour to report on the transactions of the Marine Branch of this department for the fiscal year ended June 30, last, and to give an account of a portion of the work since that date.

The demand for increased aids to navigation have continued, and as far as possible, new aids have been established and improvements made in many instances to the aids formerly existing. The result on the whole has therefore been a reduction of the dangers to navigation in the waters of the Dominion.

The re-arrangement of the different branches made the year previous, was found to lead to a more effective carrying out of the work of the department. The experience gained in the past year, in all branches of the service, has been valuable in demonstrating the success of the methods in use and showing where improvements can still be made. The detailed work connected with carrying out the policy of the department has vastly increased, making it necessary to increase the staff of officers and employees inside and outside.

The maintenance of the work in the ship channel in the St. Lawrence river and the government shipyard at Sorel increased the necessity for new steamers, dredges, other plant and equipment.

The great variety of the public service, embraced within the operations of the department, is shown by the following general subdivisions of the Marine Branch alone.

THE GENERAL SUBDIVISIONS OF THE MARINE BRANCH.

The construction of lighthouses and fog-alarms.
The maintenance of lights, gas buoys and other buoys.
The lighthouse board which decides the necessity for aids to navigation.
The hydrographic surveys.
The tidal surveys.
The ship channel St. Lawrence river and Sorel works.
Meteorological and magnetic service.
Investigation into wrecks.

Board of steamboat inspection.
Cattle shipments inspection.
Wireless telegraph service.
Signal service.
Life saving service.
Marine hospitals.
Submarine signalling.
Shipping under the Merchants' Shipping Act.
Legislation and administration of laws relating to the Department of Marine and Fisheries.
Humane service in connection with seamen.
Wrecking plant subsidized.
Winter communication.
Removal of obstructions to navigation.
Examination of masters and mates, and issuing certificates.
Naval militia.
Pilotage.
Government of ports and proclaiming of harbours in the Dominion.
Control of government wharfs.
Dominion steamers, Marine and Fisheries.

EXPENDITURE.

The expenditure for the fiscal year ending June 30, last, was as follows:—

LIGHTHOUSE AND COAST SERVICE.

Maintenance of lights	$1,082,718 36
Construction of lights	1,605,778 59
	$2,688,496 95

Appropriation for maintenance and construction	$2,724,000 00
Deduct expenditure	2,688,496 95
Expenditure less than appropriation	$ 35,503 05

OCEAN AND RIVER SERVICE.

Appropriation	$1,048,100 00
Expenditure	1,012,265 73
Expenditure less than appropriation	$ 35,834 27

HYDROGRAPHIC SURVEYS—SCIENTIFIC INSTITUTIONS AND ST. LAWRENCE SHIP CHANNEL.

Appropriation	$1,326,850 00
Expenditure	1,167,118 90
Expenditure less than appropriation	$ 159,731 10

MARINE HOSPITALS—STEAMBOAT INSPECTION—CIVIL GOVERNMENT.

Appropriation	$ 212,119 36
Expenditure	197,371 08
Expenditure less than appropriation	$ 14,748 28
Total appropriation	$5,311,069 36
Total expenditure, Marine Branch	5,065,252 66
Expenditure less than appropriation	$ 245,816 70
Total expenditure, Marine Branch	$5,065,252 66
Total expenditure, Fisheries Branch	968,375 09
Total expenditure of department	$6,033,627 75

NOTE.—The fisheries expenditure is merely added to show the total expenditure of the department, and has no connection with this report.

LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows:—The Ontario division, embracing all lights from Montreal westward to the Northwest Territories; the Quebec division, extending below Montreal and including the St. Lawrence river from Platon and the gulf of St. Lawrence and strait of Belle Isle; the Montreal division, including the St. Lawrence river from Montreal to Platon; the Nova Scotia division, including St. Paul's island, Cape Breton, Sable island and Cape Race, Newfoundland; the New Brunswick division, the Prince Edward Island division and the British Columbia division, each including lights within the provincial boundaries.

The several districts, with the exception of the district above Montreal, are in charge of agents who receive instructions from the department and report annually, in addition to communicating with the department, in connection with all matters relating to their agencies.

The total number of light stations, lightships and fog-alarm stations in the Dominion is 838, and lights shown, 1,053; the number of steam whistles, fog-horns, bells and guns, 119; the number of lightkeepers and engineers of fog-alarms with masters of lightships is 883.

The report of the chief engineer relating to lighthouse construction, repairs, hydrographic surveys, &c., contains detailed information. The principal repairs, changes and improvements at existing stations are referred to in his report, also new aids to navigation. The work done at fog-alarm stations in connection with steam whistles, compressed air horns and explosives, is dealt with under the proper headings. Information is also given respecting the extent of repairs and some account of the repairs in detail under the head of the station.

During the past year 18 light stations were established in all, and 4 fog-alarms, 21 buildings were erected at existing stations and 7 fog-alarm buildings were erected at existing stations.

RIVER ST. LAWRENCE SHIP CHANNEL AND SOREL SHIPYARD.

The report of Mr. Cowie forms Appendix 12 of this report, and contains in detail information relating to the River St. Lawrence ship channel. This channel now extends from Montreal to Father Point, a total distance of about 325 miles. This has been divided, for the purposes of organization and details, into five divisions.

Division I., Montreal to Sorel:—It was recognized by the department that the improvement of the channel, through the shoal, opposite Longueuil, was of very great importance, and work was commenced at the beginning of the fiscal year, 1905. It was re-commenced in 1906, and almost completed at the end of the fiscal year. Although the work was of a very difficult nature, the progress made exceeded the estimates of the officers of the department.

In division II., from Sorel to Batiscan, the estimates of the officers were also exceeded, and most of the work completed at the close of the fiscal year, leaving several of the dredges available for work below Batiscan and at Cap à la Roche.

In division III., dredge No. 7 has been engaged on the 30-foot channel, through Lake St. Peter, and the channel through the lake is now completed. Of the 18 miles requiring dredging, nearly 6 miles is widened to from 450 to 650 feet. Next year the work of widening the channel will be continued with all possible vigour.

In division IV., from Batiscan to Quebec, tidal navigation can be used. At high tides there is an additional depth available of 3 feet at Batiscan, 4 feet at Cap a la Roche, 5 feet at Grondines, and about 10 feet at Ste. Croix and St. Nicholas at neap-tides.

The work in this district was concentrated on the non-tidal portion of the river until its completion. The 30-foot depth is available by taking advantage of high tide from Batiscan down.

The commencement of the important work, from Batiscan to Quebec, was made early in 1906, and some work at Cap à la Roche was begun.

Before the close of navigation, 1906, the 30-foot channel was completed from Montreal to Batiscan, so that navigation for that depth is now available, by taking advantage of high tide between Batiscan and Quebec, right up to Montreal.

Division V., Quebec to Father Point. The year 1906 has been an eventful one in the navigation of the St. Lawrence river, owing to the arrival of large steamers specially constructed for navigation between the ports of Montreal, Quebec and Great Britain. In order to make as much progress in the work of dredging the channel as possible, a European-built twin screw, sea-going, suction hopper dredge, built in 1904, was purchased for the sum of £30,000.

This dredge was placed at work at Beaujeu bank, 35 miles below Quebec, and before the close of navigation of 1906, an amount of about 100,000 cubic yards was removed from the channel opposite Crane island.

The season of 1906 was not only very successful, with regard to the progress of the improvements, but also for safe navigation.

The St. Lawrence, like all other waters of North America, has felt the effects of the exceedingly dry summer. The water has been lower than usual throughout the whole season, and for the months of September, October and November the large vessels were not able to load to their full capacity. The lowest depth reached was, however, 6 inches higher than the standard adopted for low water, or the low record of the year 1897, which was the lowest on record, except for the extraordinarily low water of 1895, which, for a few days, reached a stage 6 inches lower.

The usual sweeping of the channel was carried out, as well as all assistance given in the interest of navigation.

The total amount of dredging for the fiscal year amounted to 4,047,530 cubic yards, and the average cost 10½ cents per yard.

The Sorel shipyard has been fully occupied in the construction and repairs to dredges, tugs and steamers for the Department of Marine and Fisheries, Public Works Department and a steamer for use in Hudson Bay for the Mounted Police Department. Mr. G. J. Desbarats is director of the shipyard and his report forms Appendix No. 3 of this report.

The dredge *W. S. Fielding,* built at the Sorel shipyards for the Public Works Department, was finished in July last, and several vessels belonging to the dredging fleet of the same department were repaired during the year.

The steamer *Rouville* was built for the Mounted Police Department for use in Hudson Bay and launched on June 5 last.

For the Marine and Fisheries Department a sea-going hopper dredge is being built for use on the St. Lawrence river ship channel. The tug *Portneuf* for use with the dredging fleet of the ship channel was constructed; the *Jessie Hume,* for the same work, was extensively repaired and the hulls and machinery of the dredges and tugs of the ship channel fleet put in and maintained in good condition. This forms a large part of the work done at the Sorel shipyard.

The steamers *La Canadienne* and *De Levis* used in hydrographic work, were both repaired. The *La Canadienne* was partly rebuilt and made more suitable for the special work in which she is engaged.

The steamer *Verchères,* for lighthouse service of this department, was begun in January last and launched in August. Several vessels attached to lighthouse inspection and delivery work were repaired during the year.

Steel lighthouse towers were constructed in the shipyard, and repairs and alterations were made to other steel-lighthouse towers.

The *Arctic,* engaged in the Hudson Bay expedition work, was overhauled and repaired and materials furnished for her cruise.

The shipyard was much improved by the construction of a building of steel frames and brick walls, for use as a sub-station for electric power. The steam engines of the shipyard are not now used, as electric power has been substituted. A steel frame sawmill with wooden walls was erected, and this building is also used for the accommodation of the wood working machinery of the shipyard.

An extension was made to the blacksmith shop and forges were erected.

In addition to the above, electric motors, electric driven turbine pumps and a hydraulic machine were installed.

WRECKING PLANT.

Yearly subsidies of $10,000 are paid contractors who maintain wrecking plant, always available under contract to assist vessels which meet with marine accidents in certain divisions of Canadian waters.

The contracts at present existing are with Messrs. George Davie & Son, of Quebec, who keep the tug *Strathcona* and other plant in readiness to assist vessels that meet with marine accidents in the Lower St. Lawrence river. The subsidy of $10,000 was paid Messrs. Davie & Son for the year ending June 30, 1906.

The British Columbia Marine Railway Company are the contractors for maintaining the wrecking plant at Esquimalt, always available in the waters of British Columbia. This plant has been used during the past season, and succeeded in getting off the steamer *Mariechen,* which went ashore in False bay, Alaska, and was towed into Esquimalt for extensive repairs. The subsidy of $10,000 was paid the British Columbia Marine Railway Company for the year ending June 30, 1906.

Tenders were invited publicly for a wrecking plant to be stationed at North Sydney, in Cape Breton, to render assistance to vessels meeting with accidents in the waters of the maritime provinces and Gulf of St. Lawrence. The tenders are now under consideration.

LIST OF VESSELS SAFELY SALVED FROM JULY 1, 1905.

By Messrs. George Davie & Sons, in the Gulf and River St. Lawrence.
Str. *Pilot,* St. Antoine, July 1, 1905.
SS. *Aranmore,* Labrador Coast, July 1, 1905.
SS. *Unique,* St. Croix Bay, August, 1905.
SS. *Wastwater,* Anticosti, September, 1905.
SS. *Victorian,* Cap La Roche, September, 1905.
SS. *Virginian,* Crane Island, October, 1905.
Schr. *Tyree,* Rocky Bay, C.B., May, 1906.
SS. *Bray Head,* English Bay, May 1906.
SS. *Campana,* St. Valier, May, 1906.
SS. *Cervona,* Anticosti, July, 1906.
SS. *Kensington,* assisting Str. *Quebec* to Montreal, November, 1906.

SICK AND DISTRESSED MARINERS.

MARINE HOSPITALS.

Under the provisions of chapter 76, revised statutes, dues of two cents per ton register is levied on every vessel arriving in any port of the provinces of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming the Sick Mariners' Fund. Vessels of the burden of 100 tons and less pay the duty once in each calendar year, and vessels of more than 100 tons, three times in each year.

By an amendment of this Act, passed at the session of parliament in 1887, 50-51 Victoria, chapter 40, it is provided that no vessel, not registered in Canada, and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty.

The receipts for the fiscal year ended June 30, last, amounted to $60,281.82 less $97.92 refunds, making the net receipts $60,183.90, being an increase of $1,811.56, as compared with the previous year. The expenditure for the several provinces amounted to $50,120.42, a decrease of expenditure of $879.76 for the past fiscal year.

The receipts from the provinces of sick mariners' dues were as follows:—Nova Scotia, $19,229.08; New Brunswick, $11,698.48; Quebec, $16,982.02; British Columbia, $12,214.38 ; Prince Edward Island, $357.86. The Sick Mariners Act does not apply to Ontario, and consequently no dues are collected from vessels in that province.

In the province of Quebec the expenditure on account of sick seamen amounted to $9,072.35. The total collections for the entire province amounted to $16,982.02, being $327.56 less than the previous year.

At the port of Quebec, sick seamen are cared for at the Jeffrey Hale and the Hotel Dieu hospitals; a per diem allowance is made for each seaman for medical attendance and board.

At the port of Montreal, sick seamen are cared for at the General Hospital and at Notre Dame Hospital, under an arrangement made by the department, by which $1.20 per diem is paid for board and medical attendance of each seaman.

The expenditure on account of sick seamen, in the province of New Brunswick for the fiscal year, amounted to $10,449.42, and the collection of dues to $11,698.48, or $1,234.34 less than the previous year. Marine hospitals have been maintained at Miramichi, Richibucto and Bathurst.

In the province of Nova Scotia, marine hospitals are maintained at the ports of Louisburg, Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper The total expenditure on account of sick seamen in the province of Nova Scotia, for the fiscal year amounted to $20,128.10, and the receipts to $19,239.48.

At Halifax, provision is made for the care of sick seamen, at the Victoria General Hospital, under arrangements made with the managers by which the sum of $1.20 per diem is allowed for board and medical attendance.

In the province of Prince Edward Island, the sum expended on account of sick seamen, during the fiscal year, was $1,776, and the receipts from sick mariners' dues, $359.86.

Sick seamen are cared for at the Charlottetown and Prince Edward Island hospitals, under arrangements made with the managers of these institutions.

In the province of British Columbia, the sum of $8,582.26 was expended for sick and disabled seamen, while the receipts from the collection of sick mariners' dues amounted to $12,214.38.

The marine hospital at Victoria has in attendance, a medical superintendent, with a salary of $300 per annum, and a keeper, whose salary is $500 per annum. He is also allowed a rate of $5 a week for board and attendance of each seaman.

At the ports where no hospitals are established, in the province of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, sick seamen are cared for, under the chief officer of customs, when the vessel to which the seamen belong has paid the dues according to law. A circular to collectors of customs was issued February 7, 1891, permitting sick seamen to be attended at the port of arrival of a vessel, provided that the regular dues are previously paid at some port.

During the fiscal year the sum of $548.23 was expended for shipwrecked and distressed seamen, for which there was a parliamentary appropriation of $3,000.

The total expenditure on account of sick seamen and marine hospitals amounted to $50,120.42, including expenditure for printing and stationery, and the appropriation of parliament for the service was $50,000. The dues collected amounted to $60,183.90.

——	Receipts.		Expenditure.	
	$	cts.	$	cts.
For the fiscal year ended June 30, 1869	31,353	78	26,987	64
" " 1870	31,410	46	27,029	34
" " 1871	29,683	41	28,971	22
" " 1872	34,911	64	34,947	60
" " 1873	37,136	10	41,016	43
" " 1874	41,500	16	59,778	90
" " 1875	37,801	46	50,684	76
" " 1876	41,287	66	48,828	49
" " 1877	43,739	21	51,697	94
" " 1878	44,665	07	43,780	90
" " 1879	37,779	57	42,729	36
" " 1880	42,523	20	42,160	91
" " 1881	49,779	72	40,667	52
" " 1882	45,951	47	39,359	11
" " 1883	45,573	42	36,249	65
" " 1884	48,667	47	39,553	58
" " 1885	39,068	39	44,501	57
" " 1886	40,848	05	50,377	62
" " 1887	42,334	92	37,447	35
" " 1888	41,669	64	36,447	85
" " 1889	39,306	29	41,320	59
" " 1890	47,881	75	41,729	11
" " 1891	43,829	68	35,155	12
" " 1892	45,381	92	33,498	83
" " 1893	46,190	69	35,052	37
" " 1894	49,105	40	38,403	94
" " 1895	42,815	74	38,332	55
" " 1896	45,761	61	36,683	36
" " 1897	54,358	10	35,931	19
" " 1898	54,552	81	34,526	83
" " 1899	57,365	79	37,353	29
" " 1900	59,971	84	32,743	30
" " 1901	59,783	34	34,944	93
" " 1902	65,853	83	51,827	12
" " 1903	64,851	55	48,151	48
" " 1904	61,778	29	50,301	78
" " 1905	58,372	34	51,000	18
" " 1906	60,183	90	50,120	42
	1,765,019	27	1,558,249	93

MERCHANT SHIPPING.

The total number of vessels remaining on the registry books of the Dominion on December 31, 1905, including old and new vessels, sailing vessels, steamers and barges, was 7,325, measuring 669,825 tons register tonnage, being an increase of 173 vessels and a decrease of 13,013 tons register, as compared with 1904. The number of steamers on the registry books on the same date was 2,654, with a gross tonnage of 362,888 tons.

The number of vessels in the registry books of the Dominion on December 31, 1905, will appear in detail in supplement No. 1, of this report. The number of new vessels built and registered will also be shown, and a comparative statement of the tonnage of new vessels built and registered, from 1874 to 1905, both inclusive.

The statements showing the number of vessels and number of tons on the registry books at the different ports of registry, in the Dominion appears in the list of vessels published for the year ending December 31, 1905, and that for the year 1906 will appear in the next list of shipping.

STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Répertoire Général for 1904-5.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British	8,455	15,351,046	9,410,759	6,828	1,923,025	11,333,784
American	924	1,763,307	1,192,258	3,884	1,518,566	2,710,824
German	1,549	3,078,531	1,898,839	1,248	503,660	2,402,499
Norwegian	1,063	1,078,501	667,434	1,701	744,392	1,411,826
French	861	1,266,400	729,975	1,785	529,456	1,259,431
Russian	605	707,362	426,633	3,305	568,888	995,551
Italian	374	700,521	465,112	1,530	446,284	911,396
Japanese	654	865,447	549,815	1,337	166,757	716,572
Canadian	*	*	*	*	*	*
Swedish	771	582,043	406,081	1,598	271,940	678,021
Spanish	449	689,250	434,846	560	86,463	521,309
Dutch	415	662,148	415,742	666	90,608	506,350
Danish	440	536,643	326,563	995	127,911	454,474
Greek	198	333,901	208,791	887	167,560	376,351
Austrian	274	566,133	353,176	108	16,914	370,090
Turkish	114	101,632	63,210	881	178,355	241,565
Brazilian	209	148,139	93,345	342	74,535	167,880
Belgian	154	169,706	114,564	10	3,519	118,083
Argentine	131	89,298	55,561	162	40,627	96,188
Portuguese	44	51,728	32,243	269	53,681	85,924
Chilian	54	68,362	42,873	85	89,390	82,263
Uruguayan	28	21,238	13,220	72	31,062	44,282
Cuban	48	45,479	29,303	124	11,799	41,102
Chinese	33	56,892	36,404	8	925	37,329
Peruvian	4	8,456	5,283	35	25,039	30,322
Mexican	32	21,420	13,199	29	8,451	21,650
Roumanian	25	26,873	14,735	21	3,650	18,385
Egyptian	15	10,984	6,428	7	1,912	8,340
Nicaraguan	2	783	420	12	7,607	8,027
Montenegrin				22	5,417	5,417
Venezuelan	9	3,936	2,096	22	3,168	5,264
Siamese	7	3,177	1,775	9	2,772	4,547
Haitian	5	1,790	908	13	2,280	3,188
Bulgarian	4	3,819	2,480	2	256	2,736
Guatemala				10	2,512	2,512
Arabian				3	2,484	2,484
Sarawak	4	3,597	2,261			2,261
Tunisian	1	2,115	1,333	4	665	1,998
Colombian	1	881	457	5	1,385	1,842
Honduras	3	2,506	1,572	2	199	1,771
Corean	4	2,430	1,731			1,731
Dominican				9	1,338	1,338
Costa Rican	3	1,120	671	2	551	1,221
Liberian				3	916	916
Perrian	2	1,328	885			885
Hawaiian				4	804	804
Bolivian				1	606	606
San Salvador				3	514	514
Ecuador				1	257	257
Zanzibar	1	350	235			235
Servian	1	264	102			102
Unknown	5	9,446	6,036	64	13,153	19,189
Total	17,975	29,038,582	18,029,384	28,668	7,682,253	25,711,637

* Included in British.

STEAMBOAT INSPECTION.

The total number of steamboats reported in the several districts in the Dominion, is 1,805, the gross tonnage being 325,982. Fees were collected for inspection amounting to $4,932.58; the fees from engineers for certificates amounted to $1,237.50, making the total receipts from steamboat inspection and engineers' certificates $6,170.08. The net receipts to the credit of the fund for the previous year amounted to $10,818.78.

The total expenditure in connection with inspection was $37,590.22. The decrease of expenditure for the last fiscal year was $25.09.

The consolidated laws relating to steamboat inspection came into force on the first day of January, 1889. The report of the chairman of the board of steamboat inspection forms appendix No. 5.

The following is a comparative statement of the receipts and expenditures in connection with steamboat inspection:—

——	Receipts.		Expenditure.	
	$	cts.	$	cts.
For the fiscal year ended June 30, 1870	12,521	29	7,379	18
" " 1871	10,369	96	8,321	00
" " 1872	11,710	43	8,500	00
" " 1873	15,412	75	11,205	54
" " 1874	15,603	19	10,291	58
" " 1875	15,011	90	12,199	81
" " 1876	13,811	24	13,081	86
" " 1877	15,858	42	12,073	01
" " 1878	12,431	25	13,228	28
" " 1879	12,331	16	13,076	46
" " 1880	15,424	02	11,854	34
" " 1881	16,905	49	12,211	65
" " 1882	15,277	78	14,835	97
" " 1883	12,577	36	16,209	02
" " 1884	15,371	79	21,893	28
" " 1885	13,343	66	23,235	04
" " 1886	14,087	76	21,775	57
" " 1887	12,701	20	22,837	80
" " 1888	12,550	14	21,430	45
" " 1889	12,576	18	22,313	03
" " 1890	19,859	18	20,989	52
" " 1891	21,644	72	22,183	76
" " 1892	20,994	84	22,736	59
" " 1893	25,295	35	24,386	95
" " 1894	24,835	47	25,961	36
" " 1895	24,630	56	26,385	88
" " 1896	24,002	32	26,321	27
" " 1897	25,094	95	26,837	83
" " 1898	31,525	40	26,342	29
" " 1899	33,854	45	28,035	49
" " 1900	36,474	83	27,965	92
" " 1901	34,967	37	29,247	59
" " 1902	38,458	92	27,493	80
" " 1903	28,888	09	30,172	09
" " 1904	10,818	78	33,723	12
" " 1905	6,170	08	37,615	31
" " 1906	4,604	40	37,590	22
	687,836	63	772,961	86

Owing to an amendment of the Steamboat Inspection Act of 1898, whereby fees for inspection of Dominion registered steamers were abrogated, there has been a falling off in receipts compared with those for the previous year, the fees as shown having been collected from steamers inspected but registered elsewhere than in Canada to the number of 142, having a gross tonnage of 144,180.

An Act to amend the Steamboat Inspection Act of 1898 was passed and assented to July 18, 1904; the following is a copy:—

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Subsection 1 of section 6 of the Steamboat Inspection Act, 1898, is amended by adding thereto the following paragraph:—

(*g*) For the inspection of the machinery and equipment of steamboats propelled by gas, fluid, naphtha, electricity, or any other mechanical or chemical power, and in case of such vessels for making such changes in forms A and B of the second schedule hereto as he deems advisable.

NAMES OF INSPECTORS.

Name.	Position.	Address.
Edward Adams	Chairman of Board of Steamboat Inspection	Ottawa.
M. P. McElhinney	Inspector of Hulls and Equipment	"
I. J. Olive	" " "	St. John, N.B.
R. Hill	" " "	Halifax, N.S.
William Evans	" " "	Toronto, Ont.
M. R. Davis	" " "	Kingston.
Phillippe Duclos	" " "	Quebec.
John Dodds	Inspector of Boilers and Machinery	Toronto, Ont.
E. W. McKean	" " "	Collingwood, Ont.
J. B. Stewart	" " "	Toronto, Ont.
T. P. Thompson	" " "	Kingston, Ont.
Wm. Laurie	" " "	Montreal, Que.
L. Arpin	" " "	"
A. Rondeau	" " "	Sorel, Que.
J. Samson	" " "	Quebec, Que.
J. P. Esdaile	" " "	Halifax, N.S.
C. E. Dalton	" " "	St. John, N.B.
J. A. Thomson	" " "	Victoria, B.C.
G. P. Phillips	" " "	Kenora, Ont.
Frank M. Richardson	" " "	Vancouver.
C. T. Schmidt	Inspector of Dominion Steamers	Halifax.

INVESTIGATIONS INTO WRECKS.

Investigations were held into the causes of wrecks and other casualties in the river and gulf of St. Lawrence on the Atlantic coast, British Columbia coast, the Ottawa river and Lake Winnipeg.

There were sixteen investigations altogether; two into casualties in British Columbia, one in Lake Winnipeg, one on the Ottawa river, five on the Gulf and River St. Lawrence, and seven on the Atlantic coast.

The casualties up to the present time on the St. Lawrence route have been few, and these were of no great importance. The details of the investigations will be found in the report of Commander Spain, which forms appendix No. 13 to this report.

WIRELESS TELEGRAPHY.

There are thirteen stations in operation on the St. Lawrence route and the Atlantic seaboard for commercial purposes. Two more stations are now in course of construction; one at Father Point and the other at Clarke City (Seven Islands). As an aid to navigation, the wireless stations established by the government have been of the greatest benefit, and on occasions there is no doubt that serious delays and probably accidents to ocean liners have been averted by the use of this system.

The steamers *Stanley* and *Minto* were employed during the season of navigation, in conveying men and material to the stations that were established during 1906, and these steamers are equipped for receiving wireless messages. The steamer *Lady Laurier,* engaged in the lighthouse and buoy service, Nova Scotia, has also been equipped in the same manner.

At some of the stations, numerous messages have been received, but the department has not yet completed arrangements for reporting the exact number transmitted or received at each station in connection with shipping.

The station buildings were erected and equipped under contract with the Marconi Wireless Telegraph Company, of Canada, and that company must transact its business under license from the Minister of Marine and Fisheries, with the consent of the Governor General in Council, as provided in the Canadian Statute 4-5 Edward VII., chap. 49.

The establishment of these stations has been of great assistance to shipping, as testified by managing owners of steamship lines. The report of wireless telegraphy forms appendix No. 14. The amount of expenditure for the fiscal year in connection with this service will be found in the statement of expenditure, Appendix No. 8.

SUBMARINE SIGNAL SERVICE.

The department is engaged in establishing electric submarine signal stations at Louisburg, Yarmouth, N.S., and Negro Head, N.B., and two submarine bells.

Two submarine signal bells have been established in the approach to Halifax harbour, for the use of vessels fitted with the necessary apparatus to receive such signals, as well as for vessels generally. The bells are each fitted to an iron tripod resting on the bottom, and one bell is sounded electrically through a submarine cable connection from the fog-alarm station at Chebucto head. The second bell is intended as a duplicate to be used should the other become inoperative. They are located two cables north 1° E. from the inner automatic gas and whistling buoy, and during thick or foggy weather there will be sounded on the bell, four strokes at intervals of 4½ seconds, followed by a silent interval of 6½ seconds.

A wooden building, fitted with the necessary electric apparatus, has been erected alongside the fog alarm station on Chebucto head, and the submarine cables connecting the bells therewith have been laid by the C.G.S. *Lady Laurier.*

CERTIFICATES TO MASTERS AND MATES.

During the year ended June 30, 1906, 12 masters, 17 mates and 28 second mates' seagoing certificates of competency; 250 masters' and 86 mates' coasting or inland certificates of competency; and 4 masters' coasting or inland certificates of service, were issued.

The total amount collected in fees from applicants for examination during the fiscal year ended June 30, 1906, was $5,526, and the amount expended on account of this service was $7,068.15, an excess of expenditure over receipts of $1,542.15.

The following statement shows the total receipts and expenditure on account of masters and mates since 1871:—

—	Expenditure.	Receipts.
	$ cts.	$ cts.
For the fiscal year ended June 30, 1871	1,410 45	
" " 1872	4,312 07	1,344 00
" " 1873	6,466 18	4,963 00
" " 1874	4,520 19	2,995 00
" " 1875	5,696 62	2,715 00
" " 1876	4,672 08	2,021 87
" " 1877	4,050 00	1,740 50
" " 1878	4,249 76	1,296 50
" " 1879	4,250 12	1,334 50
" " 1880	4,253 43	1,547 00
" " 1881	3,888 41	1,333 50
" " 1882	3,965 19	1,152 50
" " 1883	4,021 20	1,314 00
" " 1884	3,909 59	9,437 50
" " 1885	4,324 15	2,897 00
" " 1886	5,245 28	2,152 00
" " 1887	4,855 98	2,172 00
" " 1888	5,060 96	3,220 80
" " 1889	4,381 04	2,202 00
" " 1890	4,117 83	2,186 00
" " 1891	4,225 24	2,586 00
" " 1892	4,363 88	2,194 00
" " 1893	4,116 99	2,484 00
" " 1894	3,721 33	2,904 04
" " 1895	3,758 29	3,974 50
" " 1896	4,062 82	2,307 50
" " 1897	3,536 29	3,754 00
" " 1898	3,335 40	4,800 00
" " 1899	3,568 26	4,486 50
" " 1900	3,750 69	4,221 50
" " 1901	3,720 25	4,808 24
" " 1902	3,305 59	5,288 52
" " 1903	4,968 36	5,790 50
" " 1904	7,761 17	4,795 00
" " 1905	5,884 74	4,643 85
" " 1906	7,068 15	5,526 00
Expenditure	158,837 98	112,591 82
Receipts	112,591 82	
Excess of expenditure over receipts	46,246 16	

CORRESPONDENCE.

About 35,537 letters were received in the department during the fiscal year. The correspondence was carefully examined and replied to as far as necessary. About 18,000 letters were sent out during the same period. Forms, reports, circular letters and notices inviting tenders, are not included in the number of letters addressed to this department or sent out.

These forms, &c., are numerous and require special attention, as the matters to which they refer are important.

In the records branch of the department, the letters received are carefully examined, entered in the record book, placed on file, and the copy of the reply attached, so that the letters and answers can readily be seen and any subject easily followed up.

WINTER STEAMERS AND ROUTES.

The steamer *Stanley* took up the service between Summerside, P.E.I. and Cape Tormentine, N.B., on December 16, 1905, exactly the same date as she began the service in 1904. The steamer continued on the route with several interruptions of the round trips until January 10. From January 1 to 10 the trips were made with great difficulty on account of the quantity of heavy northern ice that drifted into the strait, filling Summerside Bay and Harbour. On January 9 the *Stanley* was from 7 a.m. until 4 p.m. making the trip from Summerside to Cape Tormentine. It was then decided to abandon this route and the *Stanley* left Cape Tormentine on January 10 for Georgetown, arriving at the latter place in the afternoon. The straits were found very full of sheet and drifted ice.

The steamer began to ply on the route between Georgetown and Pictou on January 11.

The steamers *Minto* and *Stanley* performed the service of crossing on alternate days, each steamer making tri-weekly trips. The trips between Georgetown and Pictou were continued until April 4, when the *Stanley* was taken off this route and put on between Charlottetown and Pictou and continued on that route until April 20, making tri-weekly trips with the *Minto* from Charlottetown to Pictou. The *Stanley* carried 3,128 tons of freight, 1,823 passengers, furnishing meals and berths to passengers. The earnings for freight amounted to $4,512.31, and that for passengers to $3,972.50, making the total earnings of the *Stanley* from December 16 to April 20, $8,484.81. On April 24 the *Stanley* entered into the service of placing automatic and other buoys.

'MONTCALM.'

The *Montcalm* was engaged in breaking the ice bridge at Cape Rouge. The weather remained fine during the greater part of the season. The accumulation of ice was not so great, nor was it so closely packed as during the previous winter, so the *Montcalm* made almost daily trips to what is called the ice bridge to break it. This gathering of the ice very often occurs at Cape Rouge, but the *Montcalm* succeeded in breaking it when it stopped, and this had the effect in many instances of keeping the river clear as far as Three Rivers.

The *Montcalm* was employed in making a trip to the Seven Islands on January 26, and another trip to the same place on March 21 without accident, showing the capacity of the steamer in keeping open navigation. The same steamer was sent to Gaspé in the month of April when the ice was nearly two feet thick, and opened the harbour to navigation. The *Montcalm* was also employed in breaking ice in the Saguenay river, and succeeded in going up the river for many miles.

'CHAMPLAIN.'

The *Champlain* is also an ice-breaking steamer and is employed in ferry service between Rivière Ouelle wharf, Cap-à-l'Aigle and St. Irénée and Murray Bay during the whole year. The steamer encounters very much ice during winter, and notwithstanding the difficulties and the liability of being carried out of her course by the large fields of ice passing, she managed to keep up the service remarkably well.

1906

Over 9,000 passengers were carried in the year, the greater part, of course, during the summer months, and large quantities of freight and baggage.

The total receipts for the fiscal year amounted to $5,706.14.

'MINTO.'

The *Minto* was engaged from the 9th of December to carry goods to the Magdalen islands, the regular steamer *Lunenburg* having been wrecked. The steamer returned to Pictou and entered upon the winter service of carrying freight to Charlottetown, but did not enter upon the regular tri-weekly trips until the 27th of the same month. She continued on this route until January 8, 1906, when the steamer took up the service between Georgetown and Pictou in conjunction with the *Stanley*, making the tri-weekly trips between Georgetown and Pictou. The daily crossings were therefore effected between the two steamers; each steamer leaving on alternate days.

On March 3 an attempt was made by the captain of the steamer to go to Charlottetown, but the *Minto* did not succeed in reaching that port, owing to the heavy rafted ice and was compelled to return to Georgetown and continue the tri-weekly trips until March 24, when another effort was made to reach Charlottetown, but without success. The *Minto* had again to return to the Georgetown route and continued on that route until April 3, when this vessel succeeded in reaching Charlottetown and continued making tri-weekly trips between Charlottetown and Pictou until April 20.

The steamer was immediately engaged in departmental work after she had finished the winter service, until May 1, and then she was placed on the route between Charlottetown and Pictou, for a few days, to take the place of one of the Charlottetown Steam Navigation Co.'s boats and then entered upon the Marconi Wireless Telegraph service.

The *Minto* carried 3,517 tons of freight, 1,924 passengers. The earnings for the freight amounted to $5,405 and for carrying passengers, $4,813, making the total earnings $10,218.91.

'ARCTIC.'

The *Arctic* is also classed amongst the ice steamers as she was purchased for the Hudson bay expedition and has been engaged in that service.

The *Arctic* left Quebec on the 7th September, 1904, and returned to the same port October 6, 1905.

The machinery of the steamer had become injured and extensive repairs were made at the Sorel shipyard. This vessel was again sent to the Hudson bay on July 28, 1906.

ICE BOAT SERVICE BETWEEN CAPES TRAVERSE AND TORMENTINE.

Sixteen ice-boats were built during the year in connection with this service at a cost of $1,187, and some of the old boats repaired. The boat-houses at Cape Tormentine and Cape Traverse were also repaired and put in good condition.

The officers and the crews were selected and given instructions to be in readiness in case the ice boats should be required; but owing to the fact that the *Stanley* and the

Minto were able to make tri-weekly trips between Georgetown and Pictou throughout the winter, the ice boats were not called into requisition.

The expenditure for equipment and other charges in this service amounted to $3,297.75.

The keeping of the stations and boats in a good state of repair and equipment is necessary in case the winter steamers are prevented by ice from carrying the mails regularly. When the steamers are stopped the mails have, in the past, been carried by the small boats between the mainland and Prince Edward Island.

ILLUMINANTS AND ILLUMINATING APPARATUS.

Improvements in the coast lights have been made at important coast light stations by the substitution of modern dioptric quick flashing lights for the pattern formerly used. At Greenly island, in the strait of Belle isle, a second order light has been installed. The department has received a first order quick-flashing light for Heath point, Anticosti, in the Gulf of St. Lawrence, but it will be too late to erect it before next season.

A first order quick-flashing light is in process of erection at Sambro, Nova Scotia, and a third order light has been installed at Maugers' beach, Halifax harbour, and a fourth order light on Pictou island, all in Nova Scotia. A third order light has been installed at Point Macqureau, at the entrance to Bay Chaleur, and a similar order at Bryon island, in the Gulf of St. Lawrence, near Magdalen island, and fourth order lights at Cape Tryon, Seacow head and Cape Egmont, Prince Edward Island.

Several large automatic gas buoys have been placed off the coast of Nova Scotia, in the Bay of Fundy. These buoys replaced the old unlighted Courtny whistling buoys and are fitted to receive submarine bell attachments.

Signal service off Chebucto head, Halifax harbour, has been established and is in operation. The department is now engaged in placing electric submarine signal stations at Louisburg, Yarmouth, N.S., and Negro Head, N.B.

Arrangements have been completed for the erection of a hyper-radial single flashing light at Cape Race, Newfoundland. The tower has been built and the lantern is at the station and the apparatus to be placed in the light has arrived at Halifax, but owing to the lateness of the season it is not possible to install this light during the present year. It will, however, be put in operation as soon as practicable next season. So far as the department is aware this light carries the most powerful apparatus on the continent and it is expected to prove of the greatest benefit to navigation.

Petroleum has been largely used in the lighthouses as in former years. A more extended use of vapour gas has been made in the lighthouses and acetylene has been used in the gas buoys.

BUOYS AND BEACONS.

As usual the buoy service has received careful attention by the department, the numerous bays, inlets, rivers, lakes, harbours, and other navigable waters constantly require supervision and addition of aids to navigation.

The number of buoys has constantly increased, which, of course, requires increased expenditure. The expenditure for the year 1905-6 amounted to $121,834.61.

The districts now buoyed number about 365, and the buoys number about 4,200. A record of the names of the shoals, dangers, reefs and various points in channels, harbours, &c., where buoys are placed, is carefully kept; this enables the department to immediately locate the buoys when any reference is made to them in the correspondence.

The contract system has been found to work most economically, but not always as efficiently as desirable, owing to neglect on the part of some contractors to carry out the conditions of their contracts; in the majority of instances the contracts are immediately under the supervision of departmental officers, whose duty it is to report to the department any neglect of work on the part of the contractors. There are now about 200 contracts. These contracts are generally made for a period of three years. The contractors are paid semi-annually upon the certificate of the superintending officer. There are, however, some districts not under contract, the work being attended to by the harbour masters. In these cases it has been found more advantageous to place the work immediately in the hands of these officers.

A large number of whistling, gas, bell and other iron buoys are maintained along the coast of the several provinces, by Dominion steamers, particularly on the Nova Scotia, New Brunswick and British Columbia coast. These buoys are called coast buoys to distinguish them from harbour buoys. The cost of maintaining and placing by the steamers is not charged directly to the buoy service, but is included in the cost of maintenance of the steamers, which frequently perform the double duty of attending to lighthouses and the coast buoy service on the same trips.

The expenditure in connection with the buoy service for the year ended June 30, 1905-6, was as follows:—

Above Montreal	$ 11,469 52
Quebec	59,513 58
New Brunswick	13,564 34
Nova Scotia	22,479 73
Prince Edward Island	7,639 12
British Columbia	7,168 32
	$121,834 61

In addition to the buoys for marking dangers, gas buoys are maintained, showing in general, occulting lights, in the Quebec agency, 21; on the St. Lawrence river between Platon and Montreal, 51; between Montreal and Kingston, 37; in Pelee passage, 2; at mouth of Detroit river, 1; at Port Colborne, 1; in Georgian bay, 4; at Port Arthur, 7; in Nova Scotia, 17; in New Brunswick, 7, and in Prince Edward Island, 1.

The coast buoy service maintained by the Dominion steamers on the coast of Nova Scotia, consists of 27 automatic whistling buoys, 4 gas buoys, 30 bell buoys and 172 steel can and conical buoys, 12 combined gas and whistling, 1 combined gas and bell. The changes were made by substituting 9 combined gas and whistling buoys for 9 Courtney whistling buoys and 3 combined whistling buoys were added to the number already in the water making the total, as above stated, 12 combined gas and whistling buoys.

In the New Brunswick agency there are maintained in the same way, 22 signal buoys, 21 steel can and conical buoys and 1 bell buoy, and 7 gas buoys. The signal coast buoys of Prince Edward Island number 6, and the steel can and conical buoys 6 and 1 gas buoy. In the province of Quebec there are 66 can and conical buoys, 1 bell buoy and 1 whistling buoy maintained by the Dominion steamers.

The steamer *Shamrock* is constantly employed in the buoy service, on the St. Lawrence river between Montreal and Quebec, and the steamer *Scout* between Montreal and Kingston; the latter steamer attends to the gas buoys above Montreal on the St. Lawrence river. The steamer *Druid* performs the buoy service below Quebec and attends to the gas buoys in the Quebec district.

The coast buoy service in British Columbia is performed by the Dominion steamer *Quadra*. There are 3 whistling, 2 bell buoys, 7 conical and 19 can buoys. The service at the mouth of the Fraser river is performed by the Public Works steamer *Samson*, employed for the buoy service by the department.

TIDAL AND CURRENT SURVEY.

Exceptional progress has been made in the Tidal Survey Branch during the past year, and the information added to the tide tables has been so large as to necessitate remodelling their form, and an important advance in the improvement of the accuracy of the tide tables has resulted.

An investigation of the currrents has been carried on under Dr. W. B. Dawson, engineer in charge of the survey, the region chosen being the Belle isle strait. The Dominion steamer *Gulnare* was employed, as well as the schooner *Laura*, which was chartered for the season. The observations were made continuously day and night, so far as weather permitted, and a continuous record of the tide for comparison with the current, was obtained at Forteau bay in the strait. The strait is considered almost equal in importance to the St. Lawrence, in the volume of traffic which it carries during the season of navigation, and this traffic is carried on by steamships. The only sailing vessels in the strait are schooners and fishing boats.

A detailed report on the movements of the currents in the Belle isle strait, is being prepared by Dr. Dawson, and the information which it will contain will be of important value to shipping. The tidal stations on the Atlantic and St. Lawrence coast have been maintained in continuous operation throughout the year.

Full tide tables are published for four of the principal stations on the eastern coast, viz.: Quebec, Father Point, Halifax, St. John, N.B., and tables giving the time of the tide only, for Charlottetown, Pictou, St. Paul Island and Yarmouth, N.S.

The tidal information for the St. Lawrence is now very comprehensive. For the Pacific coast, complete tide tables are published for Victoria, Sand Heads, in the Strait of Georgia, and Port Simpson. In all cases the tidal information published is based upon actual observation at the localities in question, and nearly all of these will be given in the tide tables for 1907.

The report of the chief engineer contains a summary of the work that has been done throughout the past season, and the report of Dr. Dawson in detail will be furnished in the supplement.

WHARFS.

The department has under its control a large number of wharfs in charge of wharfingers. These wharfs have from time to time been transferred to the department as they have been acquired by the government or built by the Public Works Department. Wharfingers, regularly appointed, collect tolls from vessels and owners of goods who use the wharfs. Some of the piers are breakwaters to afford shelter to vessels at which they are moored.

The most valuable wharf properties are connected with the agencies of the department. The King's wharf property at Quebec accommodates the departmental steamers, quarantine steamers and Public Works steamers. It was found necessary to increase the accommodation at Quebec, and the department leased from the harbour commissioners a very suitable wharf adjoining the King's wharf for a term of five years, at $1,200 per annum. The marine stores, machinery and blacksmith and carpenter shops are connected with the King's wharf. Large numbers of buoys, boats and other equipment and coal for use of the steamers, are stored on this wharf.

At Charlottetown extensive repairs have been made to the marine wharf during the year, and an extension of the railway track completed to enable freight to be delivered and taken directly from the winter steamers and loaded on board cars.

At Dartmouth, opposite Halifax, an extensive wharf property is owned and used for the steamers of the department and for the same purpose as at Quebec. The expenditure for the property and making it suitable has been considerable, but the outlay has been justified by the excellent accommodation which is now afforded the department for steamers, storing of supplies and spare articles used in connection with aids to navigation. A statement of wharfs and wharfingers forms Appendix No. 11.

LIFE-BOAT STATIONS.

There are 28 life-saving stations in the Dominion of Canada. Most of these have crews that drill two or three times a month. The men are paid $2 for each drill, and an extra sum is paid when any service is rendered to shipwrecked mariners.

At Long Point, Lake Erie, the men are permanently stationed during the months of September, October and November at the life-saving station, which is well equipped for their accommodation and that of those who may be rescued. The men receive $40 per month during the three months, and are paid for weekly drills during the other months of the season of navigation.

Toronto Island.—Captain Ward went to the rescue of the gasoline launch *Ogee.* The launch appears to have been left helpless in the lake, and a strong north wind was blowing her rapidly into the lake when Captain Ward and his two sons rowed to the launch and towed her to a place of safety.

The *Reuben Dowd,* a three masted sailing vessel went ashore on August 24. The accident was due to the rudder of the vessel becoming disabled. A high wind was blowing and a fairly high sea running. The vessel struck on the beach. The Toronto Life Saving crew under Captain Ward went to the rescue and landed all in safety on shore. The crew consisted of six men and one woman cook. The crew also went to the assistance of a dredge scow. The scow broke up and sunk in the channel. No lives were lost.

On August 8 Captain Ward went to the assistance of three young men in a yacht drifting into the lake. The rudder of the yacht was broken.

Long Point, Ont.—In the month of October, 1906, the life-boat crew went to the assistance of the iron steamer *Vulcan,* which had grounded, conveyed the men to Port Rowan and aboard again and stayed by the ship until she got off.

Cobourg, Ont.—One member of the life-boat crew, in August, 1906, went to the assistance of two young men, whose sail-boat had capsized in the lake opposite Cobourg, and brought them safely to shore.

Barker's Cove, Yarmouth, N.S.—The barque *Torrens* ran ashore on Sunday point in a thick fog in August, 1906, and the life-boat crew went to the vessel for the purpose of rendering assistance, but the vessel was towed off with tugs and the crew was not in danger.

Clark's Harbour, N.S.—The life-saving crew went to the assistance of the *Etolia* in June, 1906, at Cape Sable, and stood by the vessel for sixty hours, landing men and rendering other assistance.

Port Mouton, N.S.—In July, 1906, the life-saving crew assisted in taking off the crew of the steamer *Horo Prosgrund,* and landed them. They were engaged seven hours in doing this work.

Blanch, N.S.—The life-saving crew in June, 1906, went to the assistance of the wrecked steamer *Richard.*

LIFE-SAVING SERVICE IN BRITISH COLUMBIA.

The first step towards the inauguration of a life-saving service has been taken by the construction at Vancouver of a self-righting and self-bailing life-boat 35 feet long. A crew was organized in Victoria and drilled in the management of the boat.

The department is now considering the matter of establishing a life-saving station at Banfield Creek, with quarters for the crew, and also the matter of establishing life-saving crews at Clo-oose, Ucluelet and Clayoquet, where it is probable that crews can be engaged to man the boats. It has also been suggested that a life-boat be placed on board the wrecking steamer *Salvor;* this question is under consideration, and also the matter of providing a motor boat for the life-saving service.

The coast of Vancouver Island, between Port San Juan and Cape Beale is straight, and the cliffs high and bold. There are not any indentations or bays along the coast where stations can be established apart from those places mentioned.

A full report has been made on the subject and will be found in the Chief Engineer's report, which forms Appendix 1.

A list of the life-boats and stations of the Dominion forms Appendix 18 of this report.

SABLE ISLAND.

Owing to the isolated and peculiar position of Sable island, a report of the Superintendent of the island is published as an appendix to this report. Fortunately no wrecks or casualties occurred during the year and the boats and apparatus for life-saving have been used only for drills and the landing of supplies. The island is patrolled.

Cattle and horses are raised on the island and the increase among the wild horses during the past year has been above the average. There are now on the island 85 head of horned cattle, 35 trained horses, 2 stock stallions (imported), 6 stock mares (imported), and 200 wild ponies.

The number of people on the island is 42, including the superintendent and his family.

The report of the superintendent forms Appendix 17 of the report.

ICE-BREAKING IN THUNDER BAY.

In the autumn of 1904, the large harvest in the northwest was the cause of a congestion of freight at Port Arthur and Fort William, at which ports an enormous quantity of grain had been delivered from cars to be carried by water, east. The department undertook to keep the lights and other aids to navigation in the vicinity in operation and enable vessels to clear from these ports. It was also found necessary to break the ice near the wharfs and to keep it clear. The experiment was successful and the following season tenders were called for a more comprehensive system of ice-breaking in both harbours. Six or seven tugs, including a powerful ice-breaker, were employed in breaking ice and removing it out into the bay. The work was successfully carried out and navigation was kept open until December 15 without difficulty. The amount paid under this contract was $20,312.50.

In the spring of 1906 the harbours were again opened by means of an ice-breaking tug, at a cost of $3,800, and for the first time on record navigation in Thunder bay was open ahead of Duluth, in the United States.

The work has been especially under the control of Mr. B. H. Fraser, assistant engineer, and a full report will be found in the report of the Chief Engineer, appendix No. 1.

OIL FOR USE OF LIGHTHOUSES.

The department entered into a contract with the Canadian General Supply Company, Ltd., of Montreal, for supplying lighthouse oil for the season of 1906.

The specification upon which the contract was based required the oil to weigh, at 62° Fahr., not less than 7 lb. nor more than 8 lb. per gallon, and to withstand a flash test of 115° Fahr.

Oil was also purchased from New York, for use in the dioptric lights. The oil supplied was made according to a specification prepared by the American Lighthouse Board.

COASTING TRADE OF CANADA.

By the provisions of chapter 83, Consolidated Statutes of Canada, being an Act respecting the Coasting Trade of Canada, no goods or passengers can be carried by water from one port in Canada to another except in British ships, but the Governor in Council may from time to time declare that the Act shall not apply to ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country, and to carry goods and passengers from one port or place to another in such country, the parliament of Canada was empowered to pass the Act alluded to, under the provisions of the Imperial Act, 32 Vic., chapter 11, intituled: 'An Act to amend the law relating to the Coasting Trade and Merchant Shipping of British Possessions,' which came into operation in this country on its proclamation by the Governor General on October 23, 1869.

It was ascertained that the following countries, viz., Italy, Germany and Netherlands, Sweden and Norway, Austria-Hungary, Denmark, Belgium and the Argentine Republic allowed British ships or vessels to participate in their coasting trade on the same footing as their own national vessels:—the ships of Italy, by Order in Council of August 13, 1873; those of Germany, by Order in Council of May 14, 1874; those of the Netherlands, by Order in Council of September 9, 1874; those of Sweden and Norway, by Order in Council of November 5, 1874; those of Austro-Hungary, by Order in Council of June 1, 1876; those of Denmark, by Order in Council of January 25, 1877; those of Belgium, by Order in Council of September 30, 1879; and those of Argentine Republic, by Order in Council of May 18, 1881, were admitted to the coasting trade of Canada.

The following Act, entitled an Act respecting the Coasting Trade of Canada, was assented to May 15, 1902, and relates to the payment of duty on foreign-built British ships:—

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. In this Act, unless the context otherwise requires, the expression 'British Ships' means and includes all ships belonging wholly to persons qualified or entitled to

be owners of British ships, under the provisions of 'The Merchant Shipping Act, 1894,' and any other Act of Parliament of the United Kingdom in that behalf, in force for the time being.

(2) For all purposes of this Act the expression 'the coasting trade of Canada' shall be deemed to include the carriage by water of goods or passengers from one port or place in Canada to another port or place in Canada.

2. No foreign-built British ship, whether registered in Canada or elsewhere, shall be entitled to engage or take part in the coasting trade of Canada, unless such foreign-built British ship has first obtained a license for that purpose, which may be granted by the Minister of Customs.

(2) The Minister of Customs shall issue such license to any foreign-built British ship, whether registered in Canada or elsewhere, upon application therefor and upon the payment of a duty of twenty-five per cent ad valorem on the fair market value of the hull, rigging, machinery, boilers, furniture and appurtenances of such ship.

(3) This section shall not apply to any foreign-built British ship registered as a British ship prior ot the first day of September, 1902.

3. No goods or passengers shall be carired by water, from one port in Canada to another, except in British ships ; and if any goods or passengers are so carried, as aforesaid, contrary to this Act, the master of the ship or vessel so carrying them shall incur a penalty of four hundred dollars; and any goods so carried shall be forfeited, as smuggled; and such ship or vessel may be detained by the Collector of Customs, at any port or place to which such goods or passengers are brought, until such penalty is paid, or security for the payment thereof given to his satisfaction, and until such goods are delivered up to him, to be dealt with as goods forfeited under the provisions of the Customs Act.

4. The master of any steam vessel, not being a British ship, engaged, or having been engaged, in towing any ship, vessel or raft, from one port or place in Canada to another, except in case of distress, shall incur a penalty of four hundred dollars; and such steam vessel may be detained by the Collector of Customs at any port or place to or in which such ship, vessel or raft is towed, until such penalty is paid.

5. Penalties and forfeitures under this Act may be recovered and enforced in the manner provided by the Customs Act, with respect to penalties and forfeitures incurred under it, and as if imposed by it; and this Act shall accordingly be construed with reference to said Act, and as forming one Act with it, and all words and expressions in this Act shall have the same meaning as the like words and expressions in said Act.

6. The Governor in Council may, from time to time, declare that the foregoing provisions of this Act shall not apply to the ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country, and to carry goods and passengers from one part or place to another, in such country.

7. Where, by treaty made before the passing of 'The Merchant Shipping (Colonial) Act, 1869,' (that is to say before the thirteenth day of May, eighteen hundred and sixty-nine), Her late Majesty, Queen Victoria, agreed to grant to any ships of any foreign state any rights or privileges in respect of the coasting trade of Canada, those rights and privileges shall be enjoyed by those ships for so long as Her late Majesty agreed, or His Majesty the King may hereafter agree, to grant them.

8. Chapter 83 of the Revised Statutes is repealed.

LEGISLATION.

During the session of 1906, the following Acts were passed and assented to:—

An Act respecting the Harbour Commissioners of Montreal.

An Act respecting the powers of the Harbour Commissioners of Montreal.

An Act to provide for further advances to the Harbour Commissioners of Montreal.

An Act respecting the Harbour of North Sydney in Nova Scotia.

An Act respecting the Quebec Harbour Commissioners.

An Act to amend the Act respecting the Safety of Ships and the Prevention of Accidents on board thereof.

F. GOURDEAU, Lt.-Col.,
Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, November, 1906.

APPENDIX No. 1.

ANNUAL REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF MARINE AND FISHERIES.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit a report of the work done in the several services under the supervision of this office during the seven months ended June 30, 1906, with some progress reports of work carried on to November 1, 1906.

This embraces work done at departmental headquarters on the construction of lighthouses, lightships and fog-alarms, the supervision of construction and repairs of lifeboats; the administration of the vote for the removal of wrecks and obstructions in navigable waters; tidal and current surveys; and the publication, examination and correction of hydrographic charts; construction of and repairs to fish hatcheries and refrigerators; engineering points in connection with the construction and maintenance of fish-passes; supervision of surveys of oyster beds; examination of applications for foreshore, wharf and other lots as they affect the interests of navigation; preparation and publication of notices to mariners and hydrographic notes, &c.

STAFF.

There is a special staff appointed for the tidal observation work; the remainder of the work of the branch is attended to by the general staff of the office.

The great increase in the amount lately voted for construction of aids to navigation has thrown upon this office a great rush of additional work. and to meet the increased demands it has been necessary largely to increase the staff and also to modify the system of doing work. For this purpose resident engineers have been appointed in connection with two of the agencies, and assistants from the headquarters staff have been frequently detached for special work in connection with large undertakings. I wish again to testify to the satisfactory work done by the technical staff, and once more to allude to the energy of Mr. B. H. Fraser, who has assumed direction of all fog alarm installations and experiments, besides being actively engaged in supervising all construction work.

The following changes have been made in my staff:—

Mr. J. H. Dubuc was on January 17, 1906, transferred to the staff of the government shipyard at Sorel.

Mr. H. J. Alward, employed all season on construction work in Ontario, was on October 25 transferred to the staff of the resident engineer at Halifax.

Mr. F. McDonnell has been employed almost continuously on outside work, installing fog alarm machinery at new stations.

Mr. J. F. Murphy has been employed since June 12, 1906, as assistant to the resident engineer in the Maritime provinces.

Mr. E. R. Beckworth resigned his appointment on August 30, 1906, to accept the position of city engineer of Kingston, Ont.

On January 16, 1903, Mr. G. R. Cosky was transferred to the Montreal agency of this department.

Mr. H. de Miffonis was appointed an assistant engineer on December 15, 1905, at a salary of $60 per month.

As foremen of works, the following have been employed:—

Mr. W. H. Brunel, exclusively on construction, and superintending ice-breaking operations, in Ontario, throughout the year; Mr. E. Corriveau, rebuilding lighthouses on the Ottawa river, during the summer season; Mr. M. J. Egan, since the opening navigation on construction work on L. Winnipeg and L. Ontario. Mr. F. Forster, only for a short time, making repairs to Lake Erie stations.

PERSONAL INSPECTIONS.

Personal inspections of construction work in progress have frequently been made during the year by Mr. Fraser and myself, and it is very desirable that such personal supervision of work should be extended as much as possible in the interests of efficiency. Examination of localities where work is proposed should always be made before the plans are prepared, and it is to be regretted, in the interests both of efficiency and economy, that the work, lately, has often been so much rushed as to prevent such preliminary inspections.

In April last, I was sent to British Columbia, with the special view of examining the west coast of Vancouver island, to report on precautions that could be taken to diminish the frequency of shipwrecks in that locality, and to improve facilities for rescue when future shipwrecks occur. I have made separate reports on new aids to navigation required, in compliance with which a firstrate lighthouse and fog-alarm station are now being erected on Pachena point, and the lighthouse board have considered and recommended further aids. A separate report on the need for a wireless telegraph installation was also submitted. I append hereto my reports on the need for a life-saving service, and on land communications.

REPORT ON LIFE-SAVING, WEST COAST VANCOUVER ISLAND.

OTTAWA, June 20, 1906.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—In accordance with your instructions, I made a very full inquiry into the possibility of improving the life-saving appliances on the west coast of Vancouver island.

As a preliminary to a discussion of the question it is desirable to draw attention to the very great natural difficulties to be overcome : difficulties that can scarcely be realized by any one who has not personally had experience of the shore to be protected. From port San Juan to Cape Beale, a distance of 35 nautical miles, the shore is almost perfectly straight, without a harbour or any place that a boat can land except in rare spots on the open shore under favourable conditions of weather. The rugged front of this stretch almost defies description. Rocky ledges rise abruptly into densely wooded mountains, with a tangle of underbrush that is practically impenetrable, and the shore line is cut by deep ravines that prevent progress along the shore; thus approach from landward as well as from seaward is practically impossible. West of Cape Beale is broken ground with hidden reefs in the entrance to Barkley sound, extending 15 miles farther. This forms the shore which vessels approaching the entrance to the Strait of Juan de Fuca meet almost at right angles. Winter gales, during the prevalence of which practically all the shipwrecks occur, are always southwesterly gales and blow almost directly on to the shore we are discussing, and when such gales prevail no small boat can either put off from the shore or make a landing on the shore throughout the whole stretch. Furthermore except for an Indian village at Clo-oose and for settlements inside of Barkley Sound there is hardly a living soul throughout the 50 miles of coast. I mention these points to indicate the initial difficulties in the discussion of any question of life-saving service.

The first step towards the inauguration of a life-saving service has been taken by the construction at Vancouver of a self-righting and self-bailing life-boat 35 feet long. In my opinion this boat must be supplemented by other boats of lighter construction, to be manned by smaller crews. A 35-foot life-boat is too heavy to be rowed to any great distance, and requires a crew of ten men and a coxswain. In the United States Life-saving Service no attempt is made to row these large boats. They are either towed to the scene of the wreck or are taken there under sail. In consequence of the fact that on the west coast of Vancouver island a boat must always work on a dead lee shore, sails would be of little use for this boat. She must depend on tow boats and oars, or, what I think would be far preferable, on a machine motor. Pending the completion of better arrangements I instructed Captain Gaudin, as per copy of letter herewith, to organize a crew in Victoria, and to have this crew drilled in the management of the boat.

Victoria is probably the only place where a crew of eleven men could conveniently be gathered. I think there will be no difficulty in securing men who have been trained in boating in the Royal Navy. Two good coxswains had already offered when I was in Victoria. If these men learn to use the boat efficiently she could be towed down the strait to where she may be wanted for service, or she could be established at Banfield creek with a regularly organized crew, as hereinafter recommended.

In the United States Life-saving Service and in our own Canadian service we have found the Beebe-McLellan surf-boat, of a light build and 26 feet long, self-bailing but not self-righting, manned by a crew of six men with a coxswain, to be far preferable for general service to a heavier boat, and in view of the conditions to be met in British Columbia, I would recommend the establishment of one of these Beebe-McLellan surf-boats at Clo-oose, one at Banfield creek and one at Ucluelet; with a fourth to be carried on the *Salvor* or on the *Quadra* if the *Salvor* is not available.

At Clo-oose there is an Indian village with a sand beach from which boats can be launched in moderate weather, and there are Indians there who are accustomed to face the rough waters of the Pacific in their dug-out canoes. I think a crew of six Indians, with a white coxswain to drill them and to take care of the station, might do efficient work, especially if the Indians were given a uniform and some little official recognition that would make them proud of the service.

At Banfield creek I should propose having a large life-saving station with quarters for the crew, and a regularly enrolled crew under an efficient coxswain to be kept there all winter; the coxswain to be left in charge of the station during the summer, when he could probably organize a volunteer crew from amongst the employees of the Pacific Telegraph line or local Indians. When this central station at Banfield creek is properly organized the life-boat now in Victoria should be removed to this place for permanent quarters.

At Ucluelet I should advocate the same arrangement as at Clo-oose.

The boat for the *Salvor* should be manned by the crew of the ship, who should be specially drilled in her management. The contractors to be paid for carrying this boat if the work is not covered by their present contract.

These suggestions I consider as preliminary arrangements, because I think that probably the most promising type of life-boat for this region would be a machine propelled boat, preferably equipped with a rather high powered naphtha engine. I have been making inquiries about these machine-propelled boats, and find that up to date they have been more or less experimental, and that difficulties have been encountered in fitting an engine that would fulfil the very difficult requirements of the life-saving service. The United States service have tried two or three boats of this type, and I should like authority to follow this matter up by visiting United States stations where there is a motor boat; and getting out a good design in collaboration with Mr. Newman.

If a suitable motor boat can be procured I should advocate establishing her at Banfield creek, where an absolutely sheltered harbour in a central locality can be had, and where the conditions seem most favourable for reaching probable wrecks in the shortest space of time.

If such a boat is established at Banfield creek I should advocate sending one of the other boat, already recommended for that station, to Clayoquot, where a crew could be organized under the same conditions as specified for Clo-oose.

With regard to line-throwing apparatus, the conditions are so absolutely unfavourable that I have little hope that any apparatus could be successfully used. The nature of the shore is such that no road can ever be built along it. This I have gone into at length, in my report on improvement of land communications, and I know no place along the 35 miles between Cape Beale and San Juan, where a line-throwing cart could be taken along the shore for a quarter of a mile. As a line must be thrown from a point immediately opposite the wreck, the conditions to be met are so difficult that I despair of any solution of the problem. However, for the sake of having the apparatus ready, in case a spot could be found from which a line could be thrown to a wreck, I recommend that two Lyle guns with complete sets of equipment be purchased, one set to be placed on the *Salvor* and the other set to be placed at Banfield Creek life-saving station. The crews in both cases to be trained in the use of the apparatus, and instructed to carry them, so that, if they could be landed where they would be available for throwing lines to wrecks, they might be used. Lyle guns, as used in our service and the United States service, are, in my opinion, preferable, for this work, to rockets.

The following is a synopsis of the above recommendations, with an estimate of the cost of the different items:—

ESTIMATE OF COST OF LIFE-SAVING SERVICE ON VANCOUVER ISLAND.

Service.	Construction.	Maintenance.
	$ cts.	$ cts.
At Victoria—		
35 ft. life boat built by Watts	600 00	760 00
Equipment for same	300 00	
Crew, coxswain		
10 men		
On "Salvor"—		
26 ft. surf boat	400 00	
Equipment of same	200 00	
Line throwing apparatus	650 00	
Crew, drill of men, &c		200 00
At Clo-oose—		
26 ft. surf boat	400 00	
Equipment for same	200 00	
Boathouse, say	400 00	
Crew, coxswain for year		500 00
6 men, 20 drills at $150		180 00
At Banfield—		
26 ft. surf boat	400 00	
Equipment for same	200 00	
Line throwing apparatus	650 00	
Boathouse with living accommodation	2,000 00	
Motor life boat	2,000 00	
Equipment, say	300 00	
Crew, coxswain for year		600 00
8 men for six months		2,400 00
At Ucluelet—		
Same as Clo-oose	1,000 00	680 00
At Clayoquot—		
Boathouse, say	400 00	
Crew, same as Clo-oose		680 00
Contingencies, inspection, &c	1,900 00	
Total	12,000 00	*6,000 00

*Annually.

The whole respectfully submitted.

WM. P. ANDERSON.

REPORT ON ROAD ON WEST COAST.

OTTAWA, June 20, 1906.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report the result of my investigations in British Columbia into the possibility of and necessity for establishing a wagon road along the shore from Port San Juan to Cape Beale, as advocated by the public in connection with the *Valencia* disaster, made in accordance with your orders.

In the first place I would point out that any one who advocates a road along this coast has never traversed it and can have no idea of the physical difficulties to be overcome. It is not too much to say that the construction of such a road is a practical impossibility, with any reasonable expenditure. Although the coast is approximately straight in its general direction, it must be remembered that the mountains of Vancouver island come down to the shore line, and what looks like even land from the deck of a vessel a mile out, proves, when one lands on it, to be cut up by ravines and hills, into a surface so uneven that it is impossible to build a road on it. The common error is to lose sight of the very large scale on which everything exists on that coast. The height of the hills, the size of the trees, the denseness of the underbrush, the depth of the ravines and the roughness of the rocks are all dwarfed by the large scale of the whole coast scheme, and it is only when one attempts to traverse the country on foot that one realizes the impossibility of contending with the gigantic difficulties encountered. I consulted the men having the most intimate practical knowledge of these conditions; the officials of the Pacific Cable Company, at Banfield Creek; Mr. Patterson, the lightkeeper at Cape Beale; Mr. Logan, the lineman on the government telegraph line at Clo-oose; the Messrs. Daykin, who helped to build the telegraph line and who have had twenty years experience on that shore; Mr. Joseph Williams, lineman at Port San Juan; the Rev. Mr. Ellison, who was at one time lineman on the telegraph line; Mr. Wm. Henderson, resident engineer of the public works at Victoria, and Mr. Brown, his assistant, who have charge of the telegraph line, and inspect it from time to time; Captain Gaudin, our agent, and Captain Walbran; and I can refer to all these authorities to endorse my opinion, that a roadway close to the shore is impracticable.

I am, however, of opinion that existing conditions can be improved. The trail that follows the government telegraph line from Port San Juan to Cape Beale is with difficulty passable by men on foot with the assistance of wire ladders down the sides of some of the worst ravines, and with the assistance of wire cables over some of the mountain torrents. In my opinion, this trail ought to be brought as close to the coast as practicable, throughout its length, and the improved line ought to be brushed out and cleared, so that ship-wrecked mariners could follow it easily to the nearest point where they could get relief, and roads should be cut from the main trail to the shore at intervals so that men cast ashore, could find their way. I doubt if the trail could be made available as a wagon road. I understand that the hills are too bad to admit of the use even of pack animals. Another difficulty is the fact, that the underbrush, consisting chiefly of sal-lal bushes, grows so rankly and so thickly that it is necessary to cut it every year to keep a trail open. As, however, such a trail is the only possible way of getting through the country, it seems very desirable that the present trail should be cut out and improved as much as possible.

For the purpose of watching the coast during the winter months, I would advocate at the shore ends of some of the roads cut from the main trail to the shore, the erection of huts, with a man established as a lookout in each of them, whose duty it would be to give warning of vessels in danger. These huts should be stationed on the most prominent headlands, and if located about six or seven miles apart they would command the whole shore line. Obviously these huts should be connected by telephone with Cape Beale or Port San Juan, and through them with Victoria. The lookouts could also act as additional linemen, and should be supplied with provisions and clothing for the shipwrecked. I found a good deal of complaint about the present working of the government telegraph service. Some parties claim that the Canadian Pacific Railway Company, who now operate the Victoria office on the line, attend to this service only when they have nothing else to do, and that calls are neglected for hours at a time, further, that they do everything possible to divert business to their own line via Alberni to the prejudice of the government line. The neglect complained of is possibly dictated by this policy. I find, moreover, that the operators on the line are very strongly in favour of changing it from a telegraph line to a telephone line. They claim that when the line is grounded by the falling of a tree, as very frequently happens, a telephone message can be sent over when a telegraph message cannot pass. Mr. Keeley tells me that this statement is not scientifically correct. I am only giving the popular opinion locally expressed, which is unanimously in favour of making the line wholly a telephone line.

It seems evident that more money should be spent on this line to keep it efficient. It now costs over $6,000 per annum and produces practically no revenue. I think the expenditure on the line should be doubled if it is desired to make it efficient as an aid to navigation and a protection to life and property. I should advocate putting in telephones at the several additional stations I have suggested above, putting on additioinal linemen, and if necessary making the whole system independent of the Canadian Pacific Railroad telegraph service. I think that the extra expense involved should be charged to the Marine Department and not to the Government Telegraph Service, which now as a telegraph service fulfils the ends for which it was established.

I append a plan of the line from Port San Juan to Carmanah, showing additional stations recommended, showing changes in the location of the line suggested by the linemen and also a rough estimate of the cost of this work. This estimate, however, may require very marked revision.

ESTIMATE OF COST OF IMPROVING TELEGRAPH TRAIL, ESTABLISHING LOOKOUTS, ETC.

Diversion of trail from Port San Juan to Seven-Mile river	$ 600
Hut at or near Seven-Mile	200
Improving trail to Carmanah	100
Improving trail to Clo-oose	100
Hut west of Indian village	200
Hut west of Shelter light	200
Improving trail to Cape Beale	200
Cutting roads to shore and underbrushing	500
Installing three extra telephones	300
Equipment for huts and incidentals	800
Three extra men at $50 per month	1,800
Estimate for this year	$5,000

I also append for permanent reference the considerable correspondence I have had on the whole subject.

WM. P. ANDERSON,
Chief Engineer, Dept. of Marine and Fisheries.

OFFICE WORK.

A large proportion of the work done by the general staff of the branch consists in the construction, repair or improvement of light buildings, fog alarms, beacons and other aids to navigation. Full details of the work done in this connection during the past twelve months are contained in a separate report which is attached hereto. (Inclosure A.)

Plans and specifications for all important new buildings and repairs, new vessels, &c., are made or approved in this office.

The following table indicates the work done in the drafting office during the eleven months ended October 31, 1906:—

Description of work.	Plans designed.	Plans received.	Copies made.
Lighthouse towers and dwellings	34	22	133
Fog alarm buildings	8	....	31
Detail sheets for above	20	13	84
Wharfs, piers, &c	6	6	7
Outbuildings	1	1	24
Buoys and apparatus	....	....	19
Machinery	1	37	7
Lanterns	1	4	1
Fish hatcheries	2	....	2
Marine hospitals	....	1	1
Steamers	....	3	2
Land surveys	1	60	43
Charts under construction	1	....	....
Plans relating to foreshore	2	224	14
Miscellaneous	4	92	122
Total	81	463	490

Total plans for eleven months from December 1, 1905, to October 31, 1906	1,034
Charts received and recorded	160
Charts received and entered in chart books	16
Photographs received and recorded	211
Specifications written	32
Notices to mariners issued (comprising 332 subjects)	134

PUBLICATIONS.

The work of preparing and issuing notices to mariners continues to be heavy and urgent, during the past seven months 88 notices, covering 178 subjects, having been published. Amongst important notices, involving considerable labour in compilation, and representing useful work done in the department, are:—

An index to last year's notices ; hydrographic notes respecting uncharted dangers in Stuart and Trincomali channels; time of tide and slack water in the strait of Georgia; description of buoyage in Nicolet Traverse and Pointe du Lac; and buoyage at Blind River.

In the preparation of notices to mariners, I wish to testify to the faithful and accurate work done by Mr. J. M. O'Hanly, who assists in this branch of the routine work.

During the past seven months notices relating to waters outside of Canada were issued, covering 3 items relating to Newfoundland and the French islands, 2 items relating to the Atlantic, 4 to the inland, and 8 to the Pacific waters of the United States, as well as 10 notices referring to transatlantic, and 3 to transpacific, subjects. No attempt is made to issue a complete synopsis of British or foreign notices, but merely to republish items likely to be of immediate interest to Canadian vessels, or to vessels leaving Canadian ports for the more important or frequented foreign ports.

REMOVAL OF OBSTRUCTIONS.

During the past seven months the following work was done, under the annual appropriation for the removal of wrecks and obstructions:—

The wrecked barge *Tasmania,* which sank in the vicinity of Pelee island, Lake Erie, mentioned in last year's annual report, has been removed by contract, the owner having failed to do so. The contractors were the Midland Towing and Wrecking Co., of Midland, Ont., and the contract price, $3,900.

The owners of the schooner *Pearl* (which was sunk in the bed of the Shepody river, near Harvey, N.B., mentioned in last year's annual report), having failed to remove the obstruction, a contract was let for its removal to Mr. John P. Dunn, of Albert, N.B., the contract price being $1,000.

The schooner *Armenia,* sunk about three and a half miles from Pelee Passage lighthouse, Lake Erie, in May last, having been abandoned by the owners, a contract has been let to the Midland Towing and Wrecking Co., of Midland, Ont., for its removal, the contract price being $5,850.

The schooner *Ripple* was burned and sank in Port Bickerton, in November, 1905, and the owners failing to remove her, a contract was let to Messrs. Beazley Bros., of Halifax, N.S., to remove this obstruction, the contract price being $800.

HYDROGRAPHIC WORK.

The hydrographic surveys of this department are now in charge of Mr. W. J. Stewart, who will make a special report of the year's progress.

All hydrographic notes reaching the department are prepared for publication in this office, and embodied in notices to mariners.

In preparing notices to mariners, special attention has been paid to publishing all information obtainable respecting the hydrography of Canada, and the fullest possible sailing directions have been appended to all descriptions of aids to navigation, so as to increase the value of these notices. During the past seven months the following hydrographic notes were published:—

Affecting the Atlantic coast.—Notice of resumption of government target practice at McNab island, N.S.; sinking of schooner *Alexander R.* and subsequent raising of same near Reid Rock shoal, N.S.; wireless telegraph station established at Camperdown heights, N.S.; breaking up of wrecks of SS. *Damara* off Jeddore head, and schooner *Ida M. Schaffner,* off Isaac harbour, N.S.; and corrected position of buoy, Charlottetown harbour, P.E.I.

Gulf and River St. Lawrence.—Tidal and current survey steamer in Strait of Belle Isle; telegraph cable between Crane island wharf and the south shore; re-arrangement of bouyage between Nicolet Traverse and Pointe du Lac, P.Q.; and publication by the department of hydrographic charts, St. Lawrence river, No. 3 (Ile à l'Aigle to Ile Marie); No. 4 (Ile Marie to Ile Bouchard); No. 5 (Ile Bouchard to Ile St. Ours); and No. 6 (Ile St. Ours to Ile aux Foins).

Inland waters.—Hydrographic note concerning buoyage, &c., at Blind river; limit of rate of speed for vessels in Toronto harbour; and lighting of wreck of schooner *Armenia* sunk near Pelee passage.

Pacific coast.—Information respecting dangers in Stuart and Trincomali channels, supplied by Capt. J. F. Parry, R.N., of H.M.S. *Egeria ;* information respecting time of slack water and tide in the Strait of Georgia; uncharted rock in Pender harbour, from information supplied by Capt. H. Newcomb, C.G.S. *Kestrel;* and establishment of fishing traps in Strait of Juan de Fuca.

TIDAL AND CURRENT SURVEY.

In this survey exceptional progress has been made in the tidal branch during the past year; and the information added to the tide tables has been so large as to necessitate remodelling their form.

As the C.G.S. *Gulnare* was used for the work of the hydrographic survey during the season of 1905, and the cost of its maintenance charged to that service, a substantial margin of the tidal service vote was left free, which has been expended on the reduction of tidal record. Some part of the arrears has thus been overtaken, and an important advance in the improvement of the accuracy of the tide tables has resulted.

During the present season the investigation of the currents has been carried on, the region chosen being Belle Isle strait. Dr. W. B. Dawson, engineer in charge of the survey, gave his personal supervision to this work from May to September, assisted by Mr. S. C. Hayden, and two temporary assistants for the night work. The inspection and repair of the tidal stations on the Atlantic coast was entrusted to Mr. H. W. Jones; and the supervision of the tidal record to Mr. R. Angus, who also attended to the office work during the summer months, at headquarters in Ottawa.

Investigation of the currents.—In this the C.G.S. *Gulnare* was employed, as well as the schooner *Laura,* which was chartered for the season. This schooner was anchored by suitable moorings at a carefully selected point in the narrowest part of Belle Isle strait, the object being to ascertain the time of the turn of the current with relation to the tide. The observations were made continuously day and night, so far as weather permitted. A continuous record of the tide, for comparison with the current, was obtained at Forteau bay in the strait; from the permanent tidal station which has been in operation there for a number of years. With these arrangements it was hoped that the surveying steamer woud be free to investigate the more general problems which the current presents. The weather proved to be unusually broken, however, and the behaviour of the current was such that it was found necessary to confine the work of the steamer more specially to the central part of the strait, to obtain the class of information which is of most practical importance to shipping.

This strait is almost equal in importance to the St. Lawrence itself, in the volume of traffic which it carries during the season of navigation. It is also noteworthy that practically the whole traffic is now done by steamships, only one square rigged vessel being seen during the season. The only sailing vessels in the strait are schooners and fishing boats.

The observations made on the *Gulnare* were continuous day and night. There was considerable interruption, however, on account of the conditions met with. These were: (1) Very poor holding ground, the bottom of the strait consisting apparently of the smoothest rock throughout. (2) A sea rises very quickly when a wind springs up, as the depth of the strait is only 30 or 40 fathoms. (3) The weather was very changeable and uncertain during the season; although there were few really heavy gales. Consequently, in the strong currents and short choppy waves of the strait, the vessel would drag anchor as soon as the waves attained any strength, even with a large scope of hawser relatively to the depth.

Some time was lost because of bad weather in June, at the beginning of the season; and later the usual interruptions occurred in coaling and obtaining supplies. The amount of work done from the middle of June to the end of September was as follows, when the time is divided into even weeks, and one week is omitted in August for cleaning boilers:—

June 17 to 30—two weeks	225 hours.
July 1 to 28—four weeks	329 hours.
July 29 to September 1—four weeks	380 hours.
September 2 to 22—three weeks	139 hours

The number of days between these limiting dates is 78, with the omission of Sundays and the week referred to, and the total number of hours, day and night, is 1,872. The work done while at anchor, when the direction and strength of the current was measured every half hour, was thus 57 per cent of the total time at 24 hours to the day; which on the average is nearly equivalent to 14 hours per day of uninterrupted work.

It will not be necessary to enter here upon any description of the behaviour of the currents in Belle Isle strait, as a detailed report on this will be prepared. The information resulting will be of important value to shipping. The results first ascertained when this survey was begun, are of great importance to mariners, as they disprove the incorrect idea which is still difficult to dispel, that the current runs constantly inward through Belle Isle strait towards the gulf. It is clear that such an error is very misleading to vessels, especially on the inward course in their recokoning to round Anticosti.

Tidal Stations and Tide Tables.—The principal tidal stations on the St. Lawrence and Atlantic coasts have been maintained in continuous operation throughout the year, and on the Pacific, six of the tidal stations recently established have been maintained. These are situated at points of the greatest strategic importance to obtain a comprehensive basis for the tides of the whole coast of British Columbia. From north to south they are: Port Simpson, Bella Bella, Wadhams, in Rivers inlet; Port Hardy, Vancouver, and Clayoquot on the west coast of Vancouver island. In addition to these tidal stations the turn of the current is being observed in three of the passes which are most used for navigation, namely, Active pass, Porlier pass and First narrows, at the mouth of Vancouver harbour.

A large quantity of additional information has been obtained from these observation and other sources, by which the tide tables have been extended and improved in accuracy. The tide tables have accordingly been remodelled, and for 1907 they are issued in two sets, instead of three as formerly. One of these comprises the whole of the eastern coasts of Canada, and the other the Pacific coast.

Tide Tables for the Eastern Coasts of Canada.—In these, full tide tables are published for four of the principal tidal stations, Quebec, Father Point, Halifax and St. John, N.B., and also tables giving the time of the tide only, for Charlottetown, Pictou, St. Paul island and Yarmouth, N.S. From these tables, tidal information for all other harbours of importance in Eastern Canada can be found by means of tidal differences. There is also an outline of the character of the currents on the lower St. Lawrence, in the Bay of Fundy, and around Newfoundland, with reference to the steamship routes which traverse those regions.

The tidal information for the St. Lawrence is now very comprehensive. The time at which the strong tidal currents turn throughout the estuary, is given with reference to Quebec or Father Point. In particular the time of high and low water in Beaujeu channel, which is the shallowest point below Quebec, is readily found by means of a tidal difference, which has been determined with care. For the ship channel above Quebec, special tide tables are prepared for the two points which are the shallowest at low water until the deepening of the channel is completed throughout. These points at present are St. Augustin bar and Cap à la Roche; and the tide tables prepared are issued by the Montreal Harbour Commissioners in their publication for the Pilot service.

Tide tables for the Pacific Coast.—By a prompt reduction of the tidal record obtained at Port Simpson, complete tide tables are issued for 1907. This is of special importance, as the time of slack water in Seymour narrows can be referred to that port with greater accuracy than to the distant harbour of Sitka. This advantage has been secured by making fresh reduction of the data for Seymour narrows which already existed. The time of slack water in the other navigable passes is similarly found from the other ports of reference.

Complete tide tables are now published for Victoria, Sand Heads in the Strait of Georgia, and Port Simpson. The tidal observations obtained by the Admiralty surveying steamer *Egeria,* since 1899, have afforded differences with these ports of reference for many localities in addition to those obtained by this survey. In all cases, the tidal information published is based upon actual observation at the localities in question, and nearly all of these given in the tide tables for 1907 are new. They are as follows: Referred to Sand Heads : New Westminster, Vancouver, Port Moody, Active Pass, Telegraph Harbour, Chemainus, Ladysmith, Porlier Pass, Gabriola Pass, Percy anchorage, Dodd narrows, Nanaimo, Departure bay, Hammond bay, Nanoose, Union, Comox, Mitlenatch island off Cape Mudge and Quathiaska. Referred to Port Simpson: Nymphe Cove in Seymour narrows, two localities in Johnston strait, Alert bay, Blunden harbour, Port Hardy, Wadhams in Rivers inlet, Bella Bella and Lowe inlet.

Accuracy of the Tide tables.—The accuracy of tide tables is represented by the length of the tidal observations on which they are based. The following list thus shows in order of accuracy, the tide tables issued by this survey in their relation to tide tables published by the United States Coast survey for the more important harbours of the Atlantic and Pacific coast respectively.

Eastern coasts—

- Halifax, N.S. Based on nine years of tidal observations.
- Quebec. Based on eight years of tidal observations.
- St. John, N.B. Based on eight years of tidal observations.
- Sandy Hook. Based on eight years of tidal observations.
- Father Point. Based on six years of tidal observations.
- St. Paul island. Based on four years of tidal observations.
- New York. Based on three years of tidal observations.
- Philadelphia. Based on two years of tidal observations.
- Boston. Based on one year of tidal observation.
- Portland. Based on one year of tidal observation.

Pacific coast—

- Sand Heads, Strait of Georgia. Based on six years of tidal observations.
- San Francisco, California. Based on four years of tidal observations.
- Victoria, Strait of Fuca. Based on three years of tidal observations.
- Port Townsend, Puget Sound. Based on three years of tidal observations.
- Astoria, Columbia river. Based on two years of tidal observations.
- Port Simpson, Northern B.C. Based on two years of tidal observations.
- Sitka, Banranof island, Alaska. Based on one year of tidal observation.

Tide levels.—The main object of this survey as a branch of the Marine Department is to deal with the time of the tide; since this is a matter of chief importance to navigation, and the question of levels is quite secondary. But the value of reliable levels, which can only be obtained from tidal observations, makes it seem right to take the additional trouble necessary to secure them. Such levels are essential in the construction of wharfs for dredging and other harbour improvements, and in city works.

In the cities of British Columbia, the levels were found to be in a state of confusion, and the problem of reducing them to a uniform basis in relation to the tide, was taken up when the coast was visited last season. The results have been published as a supplement to the last Annual Report of the Department.

The levels in the cities and towns of the Pacific coast are thus brought into orderly arrangement; and being referred to permanent bench-marks, they are always available for future reference. The places chiefly benefited by this work are Victoria, Esquimalt, Vancouver, New Westminster, Nanaimo and Port Simpson. The levels at the new tidal stations are also given, as well as a complete list of bench-marks established by the Admiralty surveyors as far north as Queen Charlotte sound, which serve to define the low-water datum of the charts in the surveys now concluded in that region.

ICE BREAKING IN THUNDER BAY.

In the autnmn of 1904, the large harvest in the Northwest necessitated an extra effort being made to relieve congestion of freight by forwarding as much as possible of the enormous quantity of grain by water before navigation closed, and this department undertook to keep the lights and other aids to navigation in operation to the latest possible moment to facilitate this movement.

It was also found necessary to carry out a system of ice breaking in the ports of Fort William and Port Arthur, which, being near the most northerly limit of lake navigation, are in danger of becoming frozen over earlier than other points on the traffic routes. The experiment made at that time was so successful that the scope of the work was enlarged in the following season, and tenders were called for a comprehensive system of ice breaking in both harbours which would enable all boats to enter and leave and move freely to and from their berths without hindrance from ice. The lowest tender was accepted, namely, that of The Canadian Towing and Wrecking Company at $625 a day. The work necessitated the continuous employment of some six or seven tugs, including a powerful icebreaker, as, owing to the restricted area of these harbours, the ice had to be kept not only constantly broken but also removed in large quantities out into the bay so as to prevent regelation. The work was again successful, and Navigation was kept open until December 15 without difficulty. The amount paid under this contract was $20,312.50.

In the spring of 1906 the harbours were again opened by means of an ice breaking tug, at a cost of $3,800, and for the first time on record, navigation in Thunder bay was open ahead of Duluth. The results of this work have been so successful and the demands on the department for its continuance so many and so strong, that it is the intention to continue the work in future.

Respectfully submitted.

WM. P. ANDERSON.

OTTAWA, Ont., November 28, 1906.

(INCLOSURE A.)

DETAILED REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF MARINE AND FISHERIES ON CONSTRUCTION, ESTABLISHMENT AND IMPROVEMENT OF LIGHTHOUSES AND OTHER AIDS TO NAVIGATION UP TO JUNE 30, 1906.

To the Deputy Minister,
Department of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit a detailed report on work done in the construction and establishment of aids to navigation for the seven months ending June 30, 1906.

In submitting the following report of work carried on by the construction branch of this department, I would draw attention to the fact that the last report of this nature included all the work completed and under way at the close of November, 1905, The working season was then completed and practically full reports of all work done during the season were in the department with details of the cost.

Owing to the late rising of parliament this season, no money was available for construction of aids to navigation until very late, and it will be necessary to continue the work later than usual in order to get much of it completed. For this reason, particulars are not fully to hand yet, and as the fiscal year is to close on March 31 next instead of June 30, the present report will only cover such work as was completed or under way on June 30 last. A list, however, will be given of any additional important work that has been put in hand since that time, but all work now uncompleted will be taken up in the next annual report and the usual details given. Any statement of cost given in the present report, unless otherwise stated, will refer to the amount expended between November 30, 1905, and June 30, 1906.

NOVA SCOTIA.

NEW AIDS TO NAVIGATION.

Brier island.—A new fog alarm building is in course of construction at this station, and is nearing completion. The boilers are installed, tanks placed inside the building and other work completed.

The steam whistle maintained at this station will, as soon as the building is completed, be superseded by a diaphone operated by compressed air, which will give 3 blasts of 3 seconds each, with intervals of 4 seconds between them, in each minute.

The work is being carried on by day's labour, under the direction of Mr. S. Montgomery, and cost to June 30, $8,660.27.

Cranberry island.—A fog alarm was erected on the summit of the southern part of Cranberry island, and was put in operation on July 1, 1906. It is a square wooden building; the sides painted white and the roof red. The building stands about 1½ cables to the southward of the lighthouse and the old fog alarm building on the northern part of the island.

The fog alarm consists of a diaphone, operated by air compressed by oil engines, and gives during thick or foggy weather, one blast of seven seconds' duration every minute. The horn is elevated 29 feet above high water mark, and points S.S.E.

The work was done under the supervision of the Nova Scotia agency, and cost $3,213.15. The machinery was furnished under contract by the Canadian Fog Signal Company of Toronto, for $8,500.

CHANGES AND IMPROVEMENTS AT EXISTING STATIONS.

Mauger beach.—A new fog alarm building, erected at this station, is a square wooden building, painted white, with the roof red. The fog alarm was changed from the whistle formerly in use to a diaphone operated with air compressed by an oil engine. It gives one blast of 3½ seconds' duration every 30 seconds. The horn, elevated 37 feet above high water mark, projects from the south side of the lighthouse tower.

The work was done by day's labour, under the direction of the Nova Scotia agency, and the cost to June 30 amounted to $7,993.86. The fog alarm machinery was supplied by the Canadian Fog Signal Company, of Toronto, and cost $8,500.

McNab island.—The white, square wooden building, with a tower rising from the middle of its roof, from which the light on McNab island is shown, has had a red vertical stripe, five feet wide, painted down its seaward face from the lantern deck to the ground, to render it more conspicuous as a day mark when snow is on the ground.

Cape Race.—Both the fog alarm and lighting systems are undergoing extensive improvements, of which full details will be given in next year's annual report. The expenditure to June 30 was $940.

In addition to the above items, minor repairs were executed at the following stations:—

Chebucto head.—Repairs to dwelling and fog alarm, $1,020.32.

Betty island.—Repairs, $53.87.

Cross island.—New boat; and repairs to dwelling and fog alarm, $505.90.

Cape Fourchu.—Repairs to tower, $69.11.

Apple river.—Repairs to fog alarm, $176.64.

Egg island.—Repairs to boathouse and building, $54.16.

In addition to the above, the following construction work is under way:—

Cape Sable, a new fog alarm building and installation.
Little Hope, repairs to dwelling and breakwater.
Mauger beach, tower being raised and breakwater rebuilt.
Bear island, a new lighthouse and protection work.
Cape North, a new fog alarm.
Pictou island, a new lighthouse at the west end.
Harbour island, a new lighthouse under construction.
Jordan river, a lighthouse to be built on the breakwater.
Grand Digue, a tower built to replace a mast light.
Dartmouth, work done on departmental wharf and depot.
Sambro, alterations to tower.
Scatterie, repairs to the light and fog alarm station.
Amet island, breakwater repairs.
Pope harbour, repairs.
Louisburg, repairs.
Wedge island, repairs.
Port Bickerton, repairs.
Bird island, repairs.
Ouetique, repairs.
Cap La Ronde, repairs.
Port Hood, repairs.
Caribou, repairs.
Three Top island, repairs..

NEW BRUNSWICK.

CHANGES AND IMPROVEMENTS AT EXISTING STATIONS.

Quaco.—A new wooden dwelling, with stone foundation, was erected about 150 feet westward from this station, for the use of the engineer. It contains six rooms, cellar and cement reservoir. Repairs were made to the road, and the fog alarm machinery was overhauled.

The work was done by day's labour, under the supervision of the New Brunswick agency, and cost $2,280.

Partridge island.—The installation of the new fog alarm was completed. It consists of a diaphone, operated by air compressed by steam, and gives, during thick or foggy weather, through a resonator projecting from the southwest face of the building: two blasts each of 2½ seconds' duration every 30 seconds.

The work was done by the New Brunswick agency, and cost $6,076.80.

The water system installed on the island, in connection with the quarantine system, was extended to the fog alarm, the work being done by the Department of Public Works, at the cost of this department.

Long Eddy point.—This fog alarm was, on August 1 last, changed, to sound, during thick or foggy weather, two blasts, each of 2½ seconds' duration, every minute.

Passamaquoddy.—The lighthouse, on the east end of the eastern bar of Navy island, was moved 22 feet N., 47° E. from the steel pile foundation on which it was originally built on to a rectangular wooden cribwork pier, 54 feet long by 30 feet wide, and 23 feet high.

The crib was erected under the direction of the New Brunswick agency, and the total cost was $6,478.30.

Tiner point.—This fog alarm was, on April 1, 1906, changed so as to sound blasts of 3 seconds' duration every 45 seconds. The road leading from the public highway to the fog alarm station was also repaired at a cost of $100.

Richibucto harbour.—The range lights were shifted to suit a change in the channel across the bar, at a cost of $72.

Point Lepreau.—The fog alarm diaphone was changed to sound blasts of 3½ seconds, with intervals of 26½ seconds.

Goose lake.—Extensive protection work is being carried out at this station; 185 feet of new work, 5 feet high and 9 feet wide, was built, and the northeast end was extended a further length of 100 feet towards the south. Cost to June 30, $778.86.

Gannet rock.—General repairs are under way at this station. A new dwelling is in course of construction and the outbuildings are being improved. Cost to June 30, $2,630.12.

Letite.—A new protection work was erected at the station, consisting of square hemlock timbers, 240 feet long, 9 feet wide and 7 feet high, well bolted and filled with ballast stone; the seaward side being rip-rapped to a height of 4 feet. An addition is being put to the dwelling house and the water reservoir is being cleaned and repaired. Cost to June 30 is, $1,019.24.

Minor repairs were also executed at the following stations:—

Big Duck island, repairs to dwelling.	$554	97
Cape Jourimain, repairs to dwelling	125	00
Grand Manan, repairs to fog alarm.	662	88
Grindstone island, repairs to fog alarm	114	14
Head harbour, new boiler and fittings.	802	59
Miscou, new boiler and fittings.	1,091	33
Pokuesudie, new shed.	109	70

In addition to the above the following works are now under way:—

Escuminac, an improved fog alarm building and machinery to be supplied.
Cocagne, range lights to be established.
St. Andrews, the foundation of the east lighthouse extensively repaired.
Head harbour, tower, dwelling and reservoir being repaired.
Partridge island, new dwelling built for the assistant keeper.
Big Duck island, reservoir provided.
Buctouche, repairs.
Miscou, repairs.
Machias Seal island, repairs.

PRINCE EDWARD ISLAND.

NEW AIDS TO NAVIGATION.

Georgetown.—A light was established on the roof of the coal shed on the outer end of the Georgetown railway wharf.

The light, which is fixed red, elevated 23 feet above high water mark, and visible two miles, is shown from a square wooden lantern, painted white, on the roof of the coal shed. The sides of the coal shed are painted red.

Souris.—An open steel skeleton tower, 25 feet high, fitted to take an octagonal lantern, 4 feet in diameter, constructed in the department's shipyard, at Sorel, was furnished for this station, and is in course of erection. The cost of constructing the tower was $650.

Indian point.—Extensive repairs are being made to the foundation.

CHANGES AND IMPROVEMENTS AT EXISTING STATIONS.

East point.—The fog alarm at this station was changed so as to sound one blast of 5 seconds' duration every minute.

Fish island.—An oil shed was erected at this station, the work being done by day's labour, at a cost of $175.

Brighton.—A new cribwork block foundation was started for the front range lighthouse at Brighton beach. The work is being carried out under the supervision of the agent of the department at Charlottetown, of which full details will appear in next year's annual report.

ONTARIO.

NEW AIDS TO NAVIGATION.

Long point.—The installation of the new fog alarm was completed and the plant put in operation. The building is a rectangular, wooden one, the sides painted white and the roof red. The alarm consists of a diaphone, operated by compressed air, and gives, during thick or foggy weather, through a horn projecting from the south face of the building, one blast of 3 seconds' duration every 30 seconds. The horn is elevated 20 feet above the level of the lake. This fog alarm replaces the steam horn heretofore used. Cost to June 30, $6,633.13.

Gravenhurst narrows.—A lighthouse tower was erected on the southeast point of Denison island, at the site of the old pole light, and the pole and shed were removed. The tower is an inclosed, square wooden building, with sloping sides, surmounted by a square, wooden lantern, the whole painted white. It is 27 feet high from its base to the top of the ventilator on the lantern, and rests on a masonry foundation 4 feet high. The light is a fixed white dioptric light of the sixth order, elevated 28 feet above the level of the lake, and visible seven miles from all points of approach by water.

The work was done under contract by Mr. G. Brown, of Bracebridge, Ontario, at a total cost of $701, the contract price being $650.

Kitchener island.—A light was established on the northwest extremity of Kitchener island. The light is a fixed white light, shown from an anchor lens lantern hoisted on a pole, which stands on land 1½ feet above the level of the lake and 130 feet back from the water's edge, and is elevated 40 feet above the level of the lake, and visible 11 miles.

The material for this light, together with the apparatus, was supplied from the Dominion Lighthouse Stores at Prescott.

Welcome islands.—A lighthouse was erected on the northeast extremity of the eastern Welcome island, and the light was put in operation on the opening of navigation in 1906. The lighthouse stands on land 80 feet above the level of the lake and 150 feet back from the water's edge. It consists of a square wooden dwelling, with an octagonal wooden lantern rising from the middle of its hip roof. It is painted white, with the roof red and is 38 feet high from its base to the top of the ventilator on the lantern. The light is a fixed white dioptric light of the seventh order, elevated 112 feet above the level of the lake, and visible 16 miles from all points of approach by water.

The work was done by day's labour under the direction of Mr. W. H. Brunel, the total cost being $4,657.39.

George island.—A lighthouse was established on the eastern extremity of George island, lake Winnipeg. The tower stands on land 6 feet above the level of the lake and 100 feet back from the water's edge. It consists of an open steel skeleton frame, square in plan, with sloping sides, painted red, surmounted by a wooden watchroom and an octagonal wooden lantern. The watchroom and the lantern are painted white. The tower is 64 feet high from its base to the top of the ventilator on the lantern. The keeper's dwelling stands 150 feet westward of the lighthouse. It is a rectangular wooden building, painted white. The light shown is a fixed white dioptric light of the seventh order, elevated 66 feet above the level of the lake, and visible 13 miles from all points of approach by water, except in the line of islands and shoals extending north westward from George island.

Tenders were first called for this work, and the lowest tender submitted was $4,900, but being considered too high, the work was, with steelwork provided in addition, carried out by day's labour, under the direction of Mr. M. J. Egan, and cost $3,128.10, exclusive of the steelwork, which was built in the government shipyards at Sorel, and cost $600.

In addition to the above, the following works are now under way:—

Arnprior, new lighthouse on concrete foundation pier.
Boyd island, breakwater.
False Ducks, duplicating fog alarm machinery and rebuilding dwelling.
Mississagi, replacing fog horn by diaphone.
Midland, new foundation to back range lighthouse.
Presqu'Ile, fog alarm and machinery.
Penetanguishene, lighthouse tower and crib rebuilt.
Sulphur island, lighthouse rebuilt.
Saugeen, foundation repaired and tower moved.
Red rock, breakwater rebuilt and repairs.
Burlington, repairs to foundation of front range light.
Black Bear island, repairs.
Gull harbour, repairs.
Point Pleasant, repairs.
Red river, repairs.

CHANGES AND IMPROVEMENTS IN EXISTING AIDS.

Toronto.—A lighthouse tower was erected on the inner end of the east pier, eastern entrance to Toronto harbour on the site formerly occupied by an iron column and hexagonal shed, from which the back light of the eastern entrance range was shown, and which have been removed. The tower is an enclosed square wooden building, with sloping sides, surmounted by a square wooden lantern. The building is painted white and the lantern roof red. The tower is 22 feet high from its base to the top of the ventilator on the lantern. The light is a fixed red dioptric light of the seventh order, elevated 27 feet above the level of the lake, and is visible six miles from all points of approach by water.

The work was carried out by the Department of Public Works and cost $914.79. The fog alarm machinery was overhauled and improved and a low pressure diaphone installed at a cost of $517.87, the diaphone being supplied by the Canadian Fog Signal Company of Toronto.

Port Colborne.—In connection with the extension and improvement of Port Colborne, it was necessary for the main lighthouse on the head of the old breakwater pier on the west side of the old entrance, to be taken down. To provide a light to replace this old main light, three electric arc lights, of 2,000 candle-power each, were established on the Grand Trunk Railway elevator, which stands on the east bank of the Welland canal, 1,200 feet south of the entrance lock. The lights are in a vertical line 3 feet apart, elevated 78, 81 and 84 feet respectively above the water, and are suspended from the wall of the elevator. They are 5,540 feet N. 17½° E. from the light on the end of the west breakwater, and with it mark the same alignment that was previously marked by the breakwater and main lights.

Collingwood harbour.—The lighthouse at the turn of the dredged channel in Collingwood harbour was removed to a new square cribwork pier, distant 191 feet N. 38° W. from the old pier, and 2,500 feet N. 50° W. from the northwest corner of the Grand Trunk Railway freight shed wharf. This light constitutes the front light common to two ranges, one range leading into the curve in the dredged channel, and the other leading from the curve of the dredged channel to the Grand Trunk Railway freight shed wharf. The tower is a square wooden building with sloping sides,, painted white, surmounted by a square wooden lantern painted red. The tower is 27 feet high from its base to the top of the ventilator on the lantern. The light is a fixed red dioptric light of the sixth order, elevated 29 feet above the level of the lake, and visible 7 miles in the aligment of the outer and inner ranges.

The back tower of the outer range stands on the mainland, 76 feet back from the water's edge, and 2,644 feet S. 4° W. from the front tower. The tower consists of a galvanized skeleton steel frame, square in plan, with sloping sides, surmounted by an inclosed wooden watch-room painted white, and a square wooden lantern painted white. The tower is 63 feet high from its base to the top of the ventilator on the lantern. The light is a fixed red catoptric light, elevated 58 feet above the level of the lake, and visible 8 miles in the line of range.

The back tower of the inner range stands on a square wooden cribwork pier, and is distant 1,530 feet N. 50° W. from the front tower. The tower is a square wooden building with sloping sides, surmounted by a square wooden lantern, the whole painted white. The tower is 39 feet high from its base to the top of the ventilator on the lantern. The light is a fixed white catoptric light. It is elevated 34 feet above the level of the lake, and is visible in the line of range. The character of the light shown from the lighthouse on the outer end of the western breakwater was changed from fixed red to fixed white, and was improved by the substitution of a fourth order dioptric illuminating apparatus for the catoptric apparatus formerly used.

The work was done by day's labour, under the direction of Mr. H. J. Alward, and cost $8,678.20, exclusive of the galvanized steel tower which was built by Messrs. Goold, Shapley & Muir, of Brantford, and cost $502.80.

Sault Ste. Marie.—The tower from which the back light of the Canadian Sault Ste. Marie canal lower entrance range is shown was moved back 206 feet in the line of range, and stands 1,356 feet N. 35½° W. from the front tower. The tower was increased in height by 10 feet, and is now 82 feet high.

Thunder cape.—The improvements at this station were continued and the fog alarm strengthened by the substitution of a diaphone, operated by compressed air, for the steam horn formerly used. The diaphone, during thick or foggy weather, gives one blast of 3 seconds' duration every 30 seconds. An extension, 20 feet long, was built to the east side of the fog alarm building.

The work was done by day's labour, under the direction of Mr. W. H. Brunel, and cost $1,580.79.

AIDS TO NAVIGATION DISCONTINUED.

Blind river.—The range lights leading into Blind river, east of Susanne island, have been discontinued, being replaced by new lights farther west in the harbour.

Plunkett island.—The exhibition of the light from Plunkett island lighthouse, Lake Winnipeg, has been permanently discontinued, being replaced by the new light on Cox reef.

Salt point.—The exhibition of a light from Salt point lighthouse on the extremity of the sand spit at the entrance to Presqu'ile bay has been permanently discontinued.

Collingwood harbour.—The light shown from two lanterns on the same pole, on the shore in the south part of this harbour, 330 feet S. 17° W. from the northwest extremity of Fleming's wharf, constituting the front light of the old shore range, and the light shown from two lanterns on a pole, on the south side of Second street, constituting the back light of the old shore range, have been permanently discontinued, being replaced by the permanent range lights hereinbefore described.

MONTREAL AGENCY.

River St. Lawrence ship channel.—The work outlined in last year's report has been continued as follows:—

The various works mentioned in that report as being uncompleted have been gone on with and various new works undertaken as follows:—At Ile du Moine new range lights are in course of construction to lead between the channels marked by the Ile de Grace range and the range at Ste. Anne de Sorel. At Gallia bay four permanent lights are under construction; these will form two ranges to lead around the curve at Pointe aux Soldats. At Nicolet a permanent range is being established to lead from that point to the curve at Pointe du Lac front pier, and a new lighthouse is being erected on Boat island to lead in from Lake St. Peter in line with the high light on Ile du Moine. A new range is being erected at Gentilly, the front tower placed on the batture on a solid ice-breaking foundation.

Owing to the late sitting of parliament this work was very late in being begun this season, and consequently a comparatively small proportion of the vote was expended before the close of the fiscal year on June 30, 1906, the total amount being $51,373.92. In next year's annual report a full description of all this work, with detailed cost for the year, will be given.

The following important work was completed before June 30:—

Champlain.—On June 15, 1906, lights were shown from new range lighthouses, erected at Champlain, distant 50 feet to the southward of the alignment of the old range lights, and mark the axis of the ship channel from Champlain to Ile Bigot. The tower and the mast from which the old range lights were exhibited were removed.

The new front tower stands near the bank of the river, 158 feet N. 74½° E. from the old front tower, and about ½ mile above the village church. It is a square wooden building, surmounted by an octagonal wooden lantern, the whole painted white, and is 23 feet high from its base to the top of the ventilator on the lantern. The light is a fixed white catoptric light, elevated 34 feet above the summer level of the river, and visible four miles in the line of range.

The back tower stands 2,020 feet N. 56° E. from the front tower. It consists of an open steel framework. square in plan, with sloping sides, painted brown, surmounted by an inclosed wooden watchroom and a square wooden lantern. The upper portion of the framework facing the channel is covered with wooden slat work to render it more conspicuous as a day beacon. The lantern roof is painted red, the remainder of the lantern, the watchroom and the slats, are painted white. The tower is 92 feet high from its base to the top of the ventilator on the lantern. The light is a fixed white catoptric light, elevated 104 feet above the summer level of the river, and visible four miles in the line of range.

The steel tower for the back range was furnished by the government shipyards at Sorel, at a cost of $600, and the total cost of labour and material in erecting this range, exclusive of steel tower, was $890.47.

Cap Madeleine.—New towers were built for the lower range lights at this place, and the old range lighthouses taken down. The front lighthouse stands on the north shore, 400 feet back from the water's edge, 250 feet N. 83° W. from the site of the old front lighthouse, and 2½ miles below Cap Madeleine village church. It is a square wooden building, with sloping sides painted white, surmounted by an octagonal wooden lantern painted white with the roof red. and is 30 feet high from its base to the top of the ventilator on the lantern. The light is a fixed white catoptric light, elevated 51 feet above the summer level of the river, and visible 7 miles in line of range.

The back tower stands 2,880 feet N. 59° E. from the front lighthouse. It consists of an open steel framework, square in plan, with sloping sides, painted brown, surmounted by an inclosed wooden watchroom and a square wooden lantern. The side of the framework facing the channel is rendered more conspicuous as a day beacon by being covered half way down with wooden slatwork. The sides of the lantern, the watchroom and the slats are painted white. and the lantern roof red. The tower is 87 feet high from its base to the top of the ventilator on the lantern. The light is a fixed white catoptric light, elevated 108 feet above the summer level of the river, and visible 7 miles in the line of range.

This work was performed by day's labour, under the superintendence of the Montreal agency, and cost $3,863.90.

Port St. Francis.—The front light of this range was moved 15 feet to the northward of its present position, to mark the axis of the widened channel through Batture au Fer and Poullier Laforce. The axis of the range now bears S. 78° W.

Sorel.—New towers were provided for the range lights on the wharf at Sorel on the sites of the old towers. They are steel skeleton towers, square in plan, with sloping sides, surmounted by square iron lanterns, the whole painted red. The lights shown are fixed red catoptric gas lights, visible one mile in the line of range.

The front tower is 35 feet high from its base to the top of the ventilator on the lantern, and the light is elevated 43 feet above the summer level of the river. The back tower on the S.W. corner of the Richelieu company's wharf, is 50 feet high from its base to the top of the ventilator on the lantern, and the light is elevated 59 feet above summer level of the river.

The steel towers were supplied from the government shipyards at Sorel, at a cost of $600 each.

QUEBEC AGENCY.

NEW AIDS TO NAVIGATION.

Martin river.—The new fog alarm at this station was put in operation on August 10, 1906. The building stands 194 feet S. 70° E. from the old lighthouse. and 270 feet back from the water's edge. It is a rectangular wooden building with a high brick chimney and is painted red.

The fog alarm consists of a diaphone, operated by compressed air, and gives, during thick or foggy weather, one blast of five seconds duration every minute. The horn, elevated 70 feet above high water mark, projects from an extension at the north end of the fog alarm building and points N. 15° E.

A new lighthouse was also built near the site formerly occupied by the old lighthouse. It is an octagonal wooden building with sloping sides, surmounted by a circular iron lantern, the whole painted red, and is 63 feet high from its base to the vane on the lantern. The light is a flashing white light, showing four bright flashes of ½ second duration each, separated by eclipses of 4½ seconds, and followed by an eclipse of 14½ seconds ; the total period being 30 seconds. The light is elevated 130 feet above high water mark and visible 17 miles from all points of approach by water. The illuminating apparatus is dioptric of the third order, and the illuminant petroleum vapour burned under an incandescent mantle.

The completion of the installation was performed by day's labour and the cost was $4,395.

Anse aux Gascons.—A light was established on the outer end of the wharf at Anse aux Gascons. It is a fixed red light, shown from an anchor lens lantern hoisted on a pole, and elevated 29 feet above high water mark, being visible 7 miles from all points of approach by water.

The structure was built in the department's workshops at Quebec and erected by the crew of the C.G.S. *Montcalm* at a total cost of $80.60.

Belle Isle, north end.—The installation of the new fog alarm is being proceeded with, as well as the construction of the keeper's dwelling and other buildings.

The fog alarm building stands near the edge of the cliff at the north-east extremity of the island, and about 200 feet northeasterly from the light house tower. It is a rectangular wooden building painted red. The alarm consists of a diaphone, operated with air compressed by an oil engine, and gives, during thick or foggy weather, one blast of 3½ seconds' duration every minute. The horn, elevated about 90 feet above high water mark, projects from the northeast side of the fog alarm building and points N. 66° E.

This work was performed by day's labour under the supervision of the Quebec agency and cost to June 30 $1,545.71.

Natashkwan.—A lighthouse established in Little Natashkwan harbour was put in operation on July 1, 1906. The lighthouse stands on the west extremity of the island at the entrance to the harbour, replacing the beacon of skeleton steelwork formerly maintained there. It is a wooden tower, square in plan, with sloping sides, painted white, surmounted by a square wooden lantern, painted white, with roof red. It is 32 feet high from its base to the ventilator on the lantern. The light is a fixed white dioptric light of the seventh order, elevated 33 feet above high water mark and visible 11 miles from all points of approach.

The tower was erected by day's labour under the supervision of the Quebec agency and cost $1,578.

Cape Anguille.—A new fog alarm station is in course of construction at Cape Anguille, the lumber, iron, framing material, &c., being purchased and on the spot. The work will be done by day's labour under the direction of the Quebec agency and has cost to date $2,541.81.

Greenly island.—The work at this station was continued by day's labour, under the supervision of the Quebec agency, and cost to June 30, $2,196.28.

Seven islands.—A new fog alarm is in course of construction on Carousel island, Seven islands. The work is being done by the Quebec agency and the cost to June 30 was $5,366.

Rimouski.—A light was established on the roof of the freight shed on the wharf, near its outer end. It is a fixed white dioptric light of the sixth order, elevated 30 feet above high water mark and visible 10 miles from all points of approach by water. The light is distant 90 feet from the outer end of the wharf, and is shown from a square wooden lantern on the roof of the rectangular wooden freight shed; the walls and roof of the shed being painted dark red and the lantern white. The height from the top of the wharf to the top of the lantern is 21 feet.

The work was performed by day's labour and cost $105.31.

In addition to the above the following works are now under way—

Caribou river—A steel back-range tower is being built.

Grosse Roche—A combined lighthouse tower and dwelling is being erected.

Port Daniel, west—A lighthouse tower is under construction.

Poste St. Martin—New range light towers are being built.

Portneuf—Extensive repairs to the dwelling.

CHANGES AND IMPROVEMENTS AT EXISTING STATIONS.

Macquereau point.—A lighthouse tower was erected on Macquereau point, on the site of the old lighthouse destroyed by fire on August 30, 1905. The tower is an octagonal wooden building, with sloping sides, painted white, surmounted by a circular iron lantern, painted red, and is 51 feet high from its base to the vane on the lantern. The light is a triple flashing white light, which shows groups of three bright flashes with intervals of 2½ seconds between flashes, followed by an eclipse of 10 seconds. The light is elevated 62 feet above high water mark, and is visible 13 miles from all points of approach by water. The illuminating apparatus is dioptric of the third order, and the illuminant petroleum vapour burned under an incandescent mantle.

A rectangular wooden dwelling, painted white, was erected near the lighthouse tower ; a shelter shed was also built ; and repairs made to the road.

The tower and dwelling were erected under contract by Mr. John Landry, of Gascons, Que., for $3,800 ; the total cost of the work being $4,545.05.

Cap Rosier.—The installation of the new diaphone fog signal plant, giving a blast of 7 seconds in every minute, was completed, and the alarm put in operation on August 1, 1906.

The work was done by Mr. Phillips, one of the department's erectors, the cost being $206.

Fame Point.—The fog alarm work at this station is being continued by day's labour under the supervision of the Quebec agency ; the cost to June 30, being $3,587.

Cape Ray.—The steam fog horn was replaced by a diaphone operated by compressed air, which during thick or foggy weather gives one blast of five seconds duration every minute. The installation was completed, and the construction of a new dwelling begun; the cost to June 30 being $3,853.

Cape Bauld.—The installation of the new plant was proceeded with, and the alarm will be put in operation before the close of the season. The work is being performed by day's labour, under the supervision of the Quebec agency, and cost $914.

Bird rocks—The work of building a new landing at this station was completed, the total cost of labour and material (including cost of hoisting gear) amounting to $1,239. Steps are being taken to replace the existing explosive fog signal by a modern compressed air plant which can be sounded more frequently than the present alarm. This should be in operation next season.

Cape Norman.—The installation of the new fog alarm plant at this station has been continued, and the alarm will be put in operation on the opening of navigation next year. The work, which is being performed by day's labour, has cost to June 30, $437.

Amour Point.—The new fog alarm, mentioned in last year's annual report, was put in operation on the opening of navigation, this year. The building is of wood, rectangular, and the walls are painted white and the roof red. The horn elevatetd 40 feet above high water mark, points south and projects from the south end of the building. The alarm was changed from the whistle formerly in use, and consists of a diaphone, operated by compressed air. It gives, during thick or foggy weather, one blast of 7 seconds' duration every minute.

Anticosti (west end).—The protection work at this light station was thoroughly repaired, at a cost of $904.76, the work being done by day's labour, under direction of the Quebec agency.

Father Point.—A new generator house was built at this station by day's labour, the cost being $2,318.

Rivière du Moulin—New towers were built for these range lights. The towers are wooden buildings, square in plan, with sloping sides, surmounted by square wooden lanterns, the whole painted white. Each tower is 31 feet high from its base to the top of the ventilator on the lantern. The front tower stands in the alignment of the old towers, 200 feet N. 56° E. from the site of the old front tower. The light shown is a fixed white captoptric light, elevated 37 feet above high water mark, and visible two miles. The back tower stands 745 feet S. 56° W. from the front tower, and 145 feet back from the site of the old back tower, in the same line of range. The light shown is a fixed white catoptric light, elevated 79 feet above high water mark, and visible 2 miles in the line of range. The old towers have been taken down.

The work was done under contract by George Bergeron, of Chicoutimi, Que., the contract price being $800, and the total cost $1,005.17.

Upper Traverse.—The older portions of the sheathing are damaged every year by ice, and repairs were necessary. They were carried out by day's labour, at a cost of $1,282.56. Owing to the exposed position and swift current the work is difficult and costly.

Pointe â Basile—.Extensive repairs were made to the road at this station.The locality is extremely rough and the work correspondingly difficult. The cost was $1,445, and the work done by local labour, under the supervision of the Quebec agency.

Lightships.—On December 16 last the inspector of government steamers reported on the condition of the various lightships in the Quebec agency which were unfit to proceed to their stations without being thoroughly overhauled and repaired. This was carried out as follows :

Anticosti lightship No. 15—This lightship was furnished with over 100 new boiler tubes, and all leaking butts, rivets and seams were caulked ; the boilers were thoroughly cleaned and tested and painted with the best white zinc. The main stays were tightened up ; the gauge column mountings replaced by heavier ones ; the water tanks cleaned and cement washed, and all accessible portions of the hull in the engine room, stokehold, afterhold and chain locker painted with two coats of white zinc.

The cost of these repairs amounted to $3,168.38, the boiler tubes being supplied by Messrs. Robertson & Co., of Montreal. The work was done under the supervision of the inspector of government steamers.

Red Island Lightship.—A great deal of new tubing was supplied, the boilers were thoroughly scaled and all non-heating surfaces painted with the best imported white zinc paint ; the timing engine was renewed ; the cylinder of pumping engine was bored out and piston rings renewed ; the slide valves of the winch were overhauled and adjusted and the water tanks repaired.

The cost of these repairs amounted to $1,141.13. The boiler tubes were supplied by Messrs Robertson & Sons, Ltd., of Montreal, and the work was carried out under the supervision of the inspector of government steamers.

Prince shoal lightship.—This vessel was scaled from stem to stem and painted with two coats of the best white zinc paint. A ballast tank in engine room was fitted to take the place of tanks in former use, and another ballast tank, 16 feet long, was provided aft, having connections to deck pump or boilers. The hull of the vessel was thoroughly repaired and all wood work removed from bulkhead to bulkhead, and frames renewed. The chain locker was scaled, and the boiler was tested and repaired. The windlass was put in first-class order and the heating plant thoroughly overhauled and renovated.

The cost of these repairs was $11,690.56, the work being done under the supervision of the inspector of government steamers.

White island lightship.—A new boiler and fittings were provided for this lightship, the boiler being provided by Mr. Alex. McKay, of Quebec, at a cost of $1,460. The cabin and crew's compartments were repaired and the lower deck and cabin sole planking was lifted and the vessel scaled throughout. A series of tanks, extending from bulkheads to bunker ends, were provided and the bulkhead renewed with ⅜ inch and 5-16 in. steel plates. In the after end of vessel the tank was extended forward and a substantial bulkhead built across vessel. A complete stokehold and engine floor was built of steel plating and the vessel was thoroughly painted inside and out and all defective shell rivets removed.

The repairs and alterations to the hull and fittings were carried out by Messrs. G. T. Davies & Sons, of Levis, P.Q., the whole of the work being under the supervision of the inspector of government steamers. The total cost of this work, inclusive of cost of boiler, was $13,927.

Minor repairs were executed at the following places :—

Cap au Saumon—Repairs to fog alarm buildings	$ 285	02
Entry island—Repairs to station	61	50
Isle aux Raisins—Repairs to lighthouse	46	00
Kamouraska—Repairs to lighthouse	201	75
Lark islet—Repairs to dwelling	512	00
Montee du Lac—New lantern head	200	60
Port Daniel—Repairs to lighthouse	31	25
Perroquets—Repairs to station	103	96
Pointe Riche—Smoke stack, &c	127	50
Red island—Repairing tower	201	03

AID TO NAVIGATION DISCONTINUED.

Baie St. Paul.—The fixed white light, exhibited from the wharf in the middle of the bay, was permanently discontinued on January 1, 1906.

BRITISH COLUMBIA.

NEW AIDS TO NAVIGATION.

Amphitrite point.—A light was established on the extremity of Amphitrite point. The light is a fixed white light, elevated 60 feet above high water mark, and visible 13 miles from all points of approach by water. The light is shown through a dioptric lens from a 31-day three-wick Wigham lamp placed upon the summit of a small square wooden tower, painted white, standing on a wooden framework foundation, and is unwatched.

The cost of establishing this light was $141.54.

Swale Rock.—A light was established on Swale Rock. The light is a fixed white light, elevated 25 feet above high water mark, and visible 10 miles from all points of approach. The light is shown through a dioptric lens from a 31-day Wigham lamp placed upon the top of a small square inclosed wooden tower standing on a wooden framework foundation. The tower and the framework foundation are painted white. The light stands on the eastern end of Swale Rock, and is unwatched.

The cost of building the tower and installing the light was $303.

Berens Island.—A fog bell operated by machinery was established on Berens Island, replacing the fog bell rung by hand heretofore used. The fog bell tower is a square wooden building, painted white, surmounted by a bell. The fog bell is elevated 20 feet above high water mark, and gives, during thick or foggy weather, one stroke every 5 seconds.

The cost of installing the same was $173.

Sooke.—A light was established on the eastern extreme of Whiffen spit for the the convenience of small craft attending the fishing traps in Juan de Fuca strait. The light is a fixed white light, shown from a lamp suspended from the arm of a wooden pole. The light is elevated 18 feet above high water mark, and visible 5 miles from all points of approach from seaward. It is unwatched and will be shown each year from March 1 to October 31.

Crofton.—For the guidance of vessels running to the Smelting Company's wharfs, a 31-day Wigham light was established on the southeasternmost of the Shoal islands forming the northern extremity of Osborn bay, and was put in operation on March 15, 1906. The light is fixed white, elevated 33 feet above high water mark, and visible 10 miles from all points of approach by water. The illuminating apparatus is dioptric of the seventh order. The lantern stands on top of a small square inclosed wooden tower, built on an open frame platform, 12 feet high, the whole painted white. It is maintained by the Britannia Smelting Company, and is unwatched.

The cost of erecting the tower and installing the light was $244.

Denman Island.—A lighthouse tower was erected on the reef on the west side of Denman island, about 1¼ miles to the southward of Village point, and was put in operation on July 1, 1906. The tower stands on the reef, 250 feet out from shore. It is a square wooden building with sloping sides, surmounted by a square wooden lantern, the whole painted white. It is 27 feet high from its base to the top of the ventilator on the lantern, and stands on a concrete foundation 12 feet high. A foot bridge connects the lighthouse with the shore. The light is a fixed white dioptric light of the sixth order, elevated 23 feet above high water mark, and visible 7 miles from all points of approach by water.

A beacon was erected on the outer edge of the reef, 200 feet S. 45° W. from the lighthouse, and consists of a pole with a latticework drum on top, painted white, rising out of a concrete foundation.

This work was performed by contract, the contractor being Mr. D. Menzies, of Vancouver, B.C. The contract price was $800, and the total cost $1,479.90.

Trial Island.—A lighthouse and fog alarm are in course of construction on the southern end of Trial island, and the amount expended to date has been $7,802.60.

Gallows Point.—A fog bell was established on Gallows point, Nanaimo harbour entrance. The fog bell tower is a square wooden building painted white, surmounted by a bell; and the fog bell, elevated 20 feet above high water mark, is operated by machinery, which, during thick or foggy weather, gives one stroke every 5 seconds. The cost of establishing the same was $122.

Egg Island.—A fog alarm was established at this station. The building is a rectangular wooden structure, painted white with a red roof, and is situated about 100 feet north of the lighthouse, on the summit of the small islet on the west side of Egg island, on which the lighthouse stands. The fog alarm consists of a diaphone operated with air compressed by an oil engine. It gives, during thick or foggy weather, one blast of 5 seconds' duration every minute.

The work was performed by day's labour, under the superintendence of Mr. John Montgomery, and cost $7,170, exclusive of the machinery, which was furnished from the Canadian Fog Signal Company, of Toronto, at the contract price of $8,500.

Pulteney Point.—A hand fog horn was supplied to the lightkeeper at Pulteney point lighthouse, which will be sounded in thick weather in answer to the fog whistles of steamers.

Green Island.—The lighthouse mentioned in last year's annual report as being in course of construction at this place, has been completed at a total cost of $8,775.20.

Notice boards.—Notice boards, directing shipwrecked mariners and others to the nearest place where assistance is available, were placed in several places along the coast between Nootka island and Estevan point as follows: 4 in the vicinity of Nootka island, and 6 others along the coast in the vicinity of Estevan point.

In addition to the above the following works are now under way:

Cape Beale.—Rebuilding tower.
Kyuquot.—A harbour light is being established.
Quatsino.—A harbour light is being established.
Lucy island.—Dwelling and lighthouse.
Pachena point.—A new lighthouse and fog alarm are being erected.
Pine island.—A new lighthouse and fog alarm are being erected.
Porlier pass.—A dwelling has been authorized.
Virago rock.—A beacon has been authorized.

CHANGES AND IMPROVEMENTS AT EXISTING STATIONS.

Lennard island.—The fog alarm mentioned in last year's report as being under construction has been completed and work was done in making a safe landing for boats. All work was carried out under the superintendence of the British Columbia agency, and the total cost to June 30 was $13,606.98.

Brockton Point.—The dwelling house at this station was repaired, the chimneys refiashed and the exterior of the building renovated at a cost of $212.

Prospect Point—An additional room to the dwelling house at this station was built and the roof repaired, the cost of which amounted to $242.85.

Carmanah.—The tramway at this station was repaired at a cost of $270 and one of the fog alarm boilers was patched and retubed at a cost of $480.

Fraser River.—Fraser river lightship, which broke away from her moorings on November 24, 1905, was replaced on her station on the Sand heads at the entrance to Fraser river. In addition to the light previously shown from the foremast head, a fixed white light is now shown from an anchor lens lantern at the mainmast head. Both lights are elevated 56 feet above the water and they are 29 feet apart.

Repairs were also made to the lightship, the garboards being recaulked, &c., the total cost of the above being $651.

Respectfully submitted,

WM. P. ANDERSON.

November 1, 1906.

APPENDIX No. 2.

ANNUAL REPORT OF THE COMMISSIONER OF LIGHTS, 1906.

To the Deputy Minister of Marine and Fisheries.

Sir,—I have the honour to submit the third report of this branch to December 30.

In the year which has passed, the department has partially carried out the general plan laid down for the improvement of aids to navigation, by the substitution of improved optical apparatus in the lighthouses.

In some of the more important lights in the Gulf of St. Lawrence and Atlantic seaboard, the older catoptric apparatus has been changed and dioptric quick flashing characteristic lights have been installed; and when the system is complete, all the important coast lights will have been altered and improved.

Work is in progress in connection with the installation of three electric submarine signal stations in Nova Scotia and New Brunswick; and the station at Chebucto head, Halifax harbour, has been in successful operation for some time.

In the gas buoy work of the department, the most notable points are the elimination of the burner trouble in the automatic gas buoys, by the use of a special purifier, and the general extension of the service.

Reference was made, in the last annual report, to the necessity for a regular inspection of the contract buoy service, by technical officers, and a plan has been submitted for such inspection, from time to time, with a view to seeing that all buoys are in their correct position, properly painted and maintained and up to the standard.

The large increase in the number of aids to navigation, during the past few years, has caused a severe tax on the department's facilities for maintenance and inspection and at the present time, in different agencies, it is necessary for the department to charter steamers to carry out the buoy and lighthouse work. Permanent facilities should be secured with the least possible delay, in order that the work may not suffer.

The following improvements and changes have been made in the lights during the past year :—

PROVINCE OF QUEBEC.

Bryan Island.—When the light at Bryon island was established in 1905, it was necessary to install a temporary illuminating apparatus. This was a group revolving catoptric light showing three bright flashes with intervals of fifteen seconds followed by an eclipse of thirty seconds.

In September, 1906, this temporary light was replaced by the permanent apparatus, consisting of a third order dioptric light and lantern, giving four bright flashes at intervals of five seconds between the greatest point of brilliancy, followed by an eclipse of fifteen seconds.

The illuminant is petroleum vapour burned under a mantle and the apparatus was supplied by Barbier, Benard & Turenne, Paris, France.

Point Macquereau, P.Q.—On August 29, 1905, the light station at Point Macquereau, Chaleur bay, was destroyed by fire. The character of the old light was alternating white and red, one minute, apparatus revolving catoptric. The new apparatus is dioptric of 375 mm. focal distance (between third and fourth order) triple flashing consisting of two groups of three lenticulor panels subtending 60 degrees each in the horizontal plane and 133 degrees in the vertical plane. In each semi-revolution of fifteen seconds the following flashes and eclipses are given, viz.:—

	Seconds.
1st flash	0·35
Short eclipse	2·15
2nd flash	0·35
Short eclipse	2·15
3rd flash	0·35
Long eclipse	9·65
	15 00

The new light went into operation on August 5, 1906.

The illuminant is petroleum vapour burned under a mantle and the apparatus was furnished by Barbier, Benard & Turenne of Paris, France.

Cape Norman, Straits of Belle Isle.—The department will, as soon as possible after the opening of navigation, 1907, erect at this station a segmental cast-iron tower, lantern and third order dioptric quick flashing light. The tower and apparatus are now at Quebec awaiting transportation to destination. The light will have the following characteristics, viz. :—

	Seconds.
1st flash	0·525
Short eclipse	5·475
2nd flash	0·525
Short eclipse	5·475
3rd flash	0·525
Long eclipse	17·475
One revolution each	30·000

The apparatus is of 500 mm. focal distance, consisting of 8 panels, each panel subtending 72 degrees in the horizontal plane and 136 degrees in the vertical plane with catadioptric reflector of 600 mm. focal distance subtending an angle of 144 degrees.

The illuminant is petroleum vapour burned under a mantle. The apparatus was made by Barbier, Benard & Turenne, Paris, France.

A double flashing light was procured for this station but owing to the necessity of making Cape Bauld a double flashing light the characteristic of Cape Norman was changed to triple flashing, utilizing for the purpose the 3rd order triple flashing apparatus procured for Seal Island, N.S., the original apparatus being shipped to Quebec for Matane.

Greenly Island, Straits of Belle Isle.—On July 9, 1906, a second order dioptric single quick-flashing light was put in operation at Greenly island, replacing a catoptric group revolving light.

The apparatus is of 700 m.m. focal distance, consisting of 8 panels, each panel subtending a horizontal angle of 45 degrees and a vertical angle of 131 degrees. A complete revolution is made in 20 seconds with the following characteristic:—

Flash	0·25	seconds.
Eclipse	2·25	"
	2·5	"

The illuminant is petroleum vapour burned under a mantle, and the apparatus was furnished by Chance Bros. & Co., Birmingham, England.

Heath Point, Anticosti.—As soon as possible after the opening of navigation in 1907 the department will complete the raising of the present tower at Heath Point and install a first order single quick-flashing light.

The apparatus, now at Quebec, is of 920 mm. focal distance, consists of two panels, each lens subtending a horizontal angle of 157 degrees and a vertical angle of 126 degrees. The lantern is 14 feet 1½ inches in diameter and the illuminant, petroleum vapour burned under a mantle.

The apparatus was constructed by Barbier, Benard & Turenne, Paris.

Cape Magdalen, P.Q.—A reinforced concrete tower is almost completed at this station to receive a third order triple flashing-light and lantern now at Quebec. This light should be in operation soon after the opening of navigation in 1907.

The apparatus will show a group of three flashes in every 30 seconds, and make a complete revolution in 30 seconds. In each period of 30 seconds the light will have the following characteristic:—

First flash	0·525	seconds.
Short eclipse	5·475	"
Second flash	0·525	"
Short eclipse	5·475	"
Third flash	0·525	"
Long eclipse	17·475	"
	30·000	"

The optical portion is of 500 mm. focal distance composed of a group of three panels, each panel subtending 72 degrees in the horizontal plane and 136 degrees in the vertical plane. A catadioptric mirror of 600 mm. focal distance subtends 144 degrees at the focus.

The illuminant will be petroleum vapour burned under a mantle. The apparatus was manufactured by Barbier, Bernard & Turenne, Paris.

Matane, P.Q.—A reinforced concrete tower is under construction at this station to receive a third order double flashing light now at Quebec awaiting erection.

It is expected that this tower will be completed and the light in operation early in the summer of 1907.

The apparatus will show a group of two flashes every 7½ seconds, and make a complete revolution in 30 seconds.

In each period of 7½ seconds the light will have the following characteristics:—

First flash	0·525	seconds.
Short eclipse	0·975	"
Second flash	0·525	"
Long eclipse	5·475	"
	7·500	"

The apparatus has a focal distance of 500 mm. composed of four groups of two panels each. The panels subtending 45 degrees in the horizontal plane and 136 degrees in the vertical plane.

The illuminant will be petroleum vapour burned under a mantle. The apparatus was constructed by Barbier, Benard & Turenne, Paris, France.

Métis, P.Q.—A reinforced concrete tower is under construction at this station to receive a third order triple flashing light similar to the light described for Cape Magdalen above. It is expected that this light will be in operation early in 1907.

Cape Anguille, P.Q.—A light at fog-alarm is under construction at this point, and a third order double flashing light similar in all respects to the light provided for Matane, P.Q., will be installed and the light should be in operation early in the summer of 1907.

Crane Island, P.Q.—The light at this station has been strengthened by substituting for the seventh order occulting lens light a fourth order lens light, with occulting screen operated by spring clockwork. The illuminant was changed from oil to petroleum vapour.

The new apparatus gives 10 seconds light and 5 seconds eclipse, and was manufactured by Chance Bros. & Co., Birmingham, England.

Bellechasse, P.Q.—This light was improved by the substitution of a petroleum vapour light for the oil lamp previously used.

Ste. Petronille, P.Q.—The white occulting gas light, seventh order, formerly exhibited at this station, has been replaced by a fourth order lens occulting screen, operated by clockwork. The illuminant is petroleum vapour burned under a mantle. The light is visible for 5 seconds and eclipsed for 3 seconds, alternately.

The apparatus was manufactured by Chance Bros. & Co., Birmingham, England.

PROVINCE OF NOVA SCOTIA.

Cape Race, Nfld.—A reinforced concrete tower has been constructed at this tation to carry a hyper-radial single flashing light and 17-foot lantern. The lantern has been delivered at the site, but owing to the lateness of the season the apparatus has been held at Halifax for erection in the spring of 1907.

The apparatus is single flashing of 1330 mm. focal distance consisting of four panels, each panel subtending a horizontal angle of 90 degrees and a vertical angle of 118½ degrees. The apparatus will make a complete revolution in 20 seconds and give the following characteristic:—

Flash	0·203 seconds.
Eclipse	4·797 "

The illuminant is petroleum vapour burned under an 85 mm. mantle. The lantern is 17 feet 1½ inches and the balustrade 24 feet in diameter.

Cape Race is one of the most important light stations maintained by Canada, and the hyper-radial light provided, when installed, will be the largest apparatus in any light station in North America. The candle power for a single flash is estimated at 1,000,000 candles.

The apparatus and lantern were constructed by Messrs. Chance Bros. & Co., Binmingham, England.

Sambro, N.S.—The tower at this station has been raised and a first order single flashing light erected, replacing a second order fixed light.

The apparatus is of 920 mm. focal distance, consisting of four panels of 90 degrees each in the horizontal plane and 126 degrees in the vertical plane. A complete revolution is made in 20 seconds, and in each period of 5 seconds the flash is 0·29 seconds.

The illuminant will be acetylene burned under a mantle.

The apparatus was constructed by Messrs. Barbier, Benard & Turenne, Paris, France.

Mauger's Beach, N.S.—The tower at this station has been raised ten feet and a third order dioptric quick flashing light and lantern installed, replacing a fifth order quick flashing light which was not found to be sufficiently powerful.

The apparatus is single flashing of 500 mm. focal distance, composed of 8 panels, each panel subtending 45 degrees in the horizontal plane and 136 degrees in the vertical plane.

In each period of 5·625 seconds the light has the following characteristic:—

Flash	0·787 seconds.
Eclipse	4·838 "
	5·625 "

The illuminant is petroleum vapour burned under a mantle, and the standby light acetylene.

The apparatus was constructed by Barbier, Benard & Turenne, Paris, France.

Pictou Island, East End.—The fixed white catoptric light at this station has been replaced by a fourth order single quick flashing light. The apparatus is of 250 mm. focal distance, and consists of 6 panels, each panel subtending 60 degrees in the horizontal and 144½ degrees in the vertical plane. In each period of five seconds the light has the following characteristic:—

Flash	0·957	seconds.
Eclipse	4·043	"
	5·000	

One complete revolution in 30 seconds.

The illuminant is petroleum vapour burned under a mantle. The apparatus was made by Barbier, Benard & Turenne, Paris, France.

PROVINCE OF PRINCE EDWARD ISLAND.

Cape Egmont.—A single flashing fourth order light was installed at this station, replacing a fixed red catoptric light. This is similar in all respects to the light installed at Pictou Island, N.S.

Seacow Head.—The fixed white catoptric light exhibited at this station has been replaced by a fourth order double flashing light.

The apparatus of 250 mm. focal distance consists of two groups of two panels each, each panel subtending 90 degrees in the horizontal plane and 144½ degrees in the vertical plane.

In each period of 10 seconds the light gives the following characteristic:—

First flash	0·638	seconds.
Short eclipse	1·862	"
Second flash	0·638	"
Long eclipse	6·862	"
	10·	"

One complete revolution in 20 seconds.

The illuminant is petroleum vapour burned under a mantle.

The apparatus was constructed by Barbier, Benard & Turenne, Paris, France.

Cape Tryon.—The temporary apparatus seventh order lens showing a fixed white light exhibited at this station has been replaced by a fourth order single flashing light.

The apparatus is of 250 mm. focal distance, composed of four lenticular panels subtending each 90 degrees in the horizontal and 144½ degrees in the vertical plane.

In each period of 5 seconds the light will have the following characteristic:—

Flash	0·638	seconds.
Eclipse	4·362	"
	5·	"

One complete revolution in 20 seconds.

The illuminant is petroleum vapour burned under a mantle.

The apparatus was constructed by Barbier, Benard & Turenne, Paris, France.

PROVINCE OF BRITISH COLUMBIA.

Trial Island.—An apparatus, fourth order, dioptric double flashing, similar in all respects to that supplied for Seacow Head, P.E.I., has been sent to British Columbia for the Trial Island station.

Discovery Island.—The sixth order fixed light formerly exhibited at this station has been replaced by a fourth order lens light showing over 360 degrees of the horizon with occulting screen operated by clock-work. The light is visible for ten seconds and eclipsed for 5 seconds.

The apparatus was constructed by Chance Bros. & Co., Birmingham, England.

PROVINCE OF ONTARIO.

Gull Island, Lake Ontario.—The fixed white catoptric light consisting of a ring of eleven reflectors and lamps has been replaced by a fourth order lens light similar in all respects to the light supplied by Chance Bros. & Co., Birmingham, England, for the light at Discovery Island, B.C.

The following lighthouse apparatus has been supplied by the Dominion lighthouse depot, Prescott, for new lights or for the improvement of existing lights:—

PROVINCE OF NOVA SCOTIA.

Name of Station.	Order of lens.	Arc of visibility.	Remarks.
Guysborough Harbour	5th	270	
Port Bickerton	6th	360	
Musquodoboit Harbour light	6th	360	2 lenses.
Meteghan River	6th	360	
Belliveau Cove	6th	360	
Dear Island	6th	360	
McKenzie Point	6th	360	
Budget	6th	270	
Munroe Point	6th	270	
Cranberry Island	6th	270	Lower light.
Annapolis	6th	270	
Pictou Island wharf	6th	270	
Indian Harbour	6th	270	
Iona	6th	270	
Port Maitland	6th	270	
Caveau Point	6th	270	
Little Lorraine	6th	270	

PROVINCE OF NEW BRUNSWICK.

Big Shippigan	4th	270	
St. Andrews Bar	5th	360	

PROVINCE OF PRINCE EDWARD ISLAND.

Fish Island main light	4th	270	
Cascumpec	4th	270	
Souris, East, breakwater	6th	270	

PROVINCE OF QUEBEC.

Martin River	4th	240	Used as temporary light until erection of quick flashing light.
Ste. Petronille	4th	240	
Crane Island	4th	270	
St. Peter piers	5th	270	4 lenses.
Point Macquereau	5th	240	
Quebec, front and back lights	5th	90	
Natashquan	6th	360	Used as temporary light until installation of quick flashing light.
Rimouski wharf	6th	270	
Grosse Roche	6th	270	

PROVINCE OF ONTARIO.

Name of Station	Order of lens.	Arc of visibility.	Remarks.
Red Rock, George Bay	4th	360	
Western Islands Bay	4th	360	
Port Colborne	4th	270	
Slate Islands	4th	240	
Collingwood breakwater	4th	240	
Sulphur Island	5th	360	
Bruce Mines	5th	240	
Midland Point front light	5th	120	
Toronto East pier back light	6th	360	
Arnprior Island	6th	360	
L'Orignal	6th	360	
Allumette	6th	360	
Point aux Pins main light	6th	270	
Port Stanley	6th	270	
Collingwood shore range	6th	270	
Brebœuf front light	6th	270	
Port Dalhousie front light	6th	270	
Port Dover	6th	240	
Gravenhurst Narrows	6th	240	
Niagara-on-the-Lake lights	4th	240	2 annular lenses.

PROVINCE OF MANITOBA.

George Island	5th	260	
Cox Reef	5th	270	

PROVINCE OF BRITISH COLUMBIA.

Pine Island	5th	360	
Lucy Island	5th	270	
Denman Island	6th	270	

In each case where lenses were supplied the department also forwarded the necessary lamps, stores and usual accessories.

WIGHAM THIRTY-DAY OIL LIGHTS.

These lights are automatic oil lights which operate without attention for thirty days.

In the Wigham lights the wick burns horizontally passing slowly over a small roller, thus obtaining the light from the side and not from the end nor from the edge of the wick. The burner is surrounded by a combustion cone, and surrounded by lenticular apparatus; one end of the wick is conveyed up through an oil tight brass tube, receiving its supply of oil from the oil reservoir through holes in its sides, and the other end brought down through a tube standing above the level of the oil in the lamp, and soldered or secured at the lower end. A circular float is placed in a copper cylinder fixed to the bottom of the lamp, and filled with oil. When the lamp is first lighted this float is at the top of the cylinder, and is attached by means of hooks or loops to the wick. The oil in the cylinder is caused to drop slowly out of it through a valve of peculiar construction, supplied with a cotton core for filtering purposes, at such speed as may be necessary to cause the float to reach the bottom of the cylinder at the end of the period for which the lamp is intended to keep alight. The oil thus slowly descends within the cylinder, bringing with it the float and the wick which is attached to it. At the end of the month it is necessary to replenish the lamp with oil, and fit the new wick.

In certain of the narrow channels of British Columbia these light possess advantages and they have been established at the following points in that province during the past year, viz.:—

1. Amphitrite Point.
2. Crofton.
3. Coffin Island.
4. Danger Reef.
5. Nanaimo Harbour.
6. Walker Rock.
7. South Sand Heads.
8. Fraser River, North Arm.
9. Sechelt.

DOMINION LIGHTHOUSE DEPOT.

During the past year the water front of the department's property has been improved, but much delay has been experienced in obtaining timber and stone. Up to the present the main east and west cribs are in possession and partially filled while the cribwork on the eastern side of the property is completed with the exception of the outer block. Arrangements have been made for the rest of the timber required for the docks and for the hauling out ways and it is being delivered.

Lightship No. 1, Lake St. Louis, was thoroughly overhauled and replaced, lightship No. 2, in the lakes mentioned above, while the latter will receive repairs this winter, replacing in the spring No. 3 lightship which required attention.

A cast-iron cylindrical segmental tower was fitted at Prescott for Cape Norman, Newfoundland, and shipped to Quebec with apparatus and lantern ready for erection.

A similar tower is now being prepared for Cape Bauld, Newfoundland.

A continued gas and derrick scow is under construction for the Parry Sound agency. The scow is 100 x 30 x 6 feet and will carry a structural steel derrick capable of lifting twenty tons. The scow will be towed to Parry Sound and will carry on deck two No. 11 gas and whistling buoys for the Georgian Bay.

A list is given above of the lighthouse apparatus supplied to the various agencies by the lighthouse depot.

Prescott is also headquarters for the Montreal-Kingston buoy and lighthouse service.

Tests have been carried out with various petroleum vapour lights of different sizes and makes, and a report has been prepared by Mr. Allan Brebner, M. Inst. C.E., which will be available later.

The depot is in charge of Mr. W. H. Noble, Assistant Commissioner of Lights, and Mr. A. Boyle is accountant.

MONTREAL-KINGSTON DIVISION.

This division extends from Lachine, P.Q., to Ste. Anne de Bellevue, on the Ottawa river, and from Lachine to Nine-mile Point, and centre Brother light, Lake Ontario.

During the past season of navigation there were maintained 37 gas buoys, iron can buoys, spar buoys and lighthouses using compressed acetylene and lights burning oil.

At the close of navigation there were 20 shallow draft spar gas buoys, 1 deep draft spar gas buoy, 13 'Scout' type gas buoys and 3 number 7 automatic gas buoys in service.

The 'Scout' type buoys will be withdrawn as soon as possible.

The lighthouse at Burnt Island requiring extensive repairs was replaced by a steel storeholder bedded in concrete at base, surmounted by a structural steel lantern support and standard 200 mm. gas lantern. This makes a permanent structure, and eliminates the question of repairs.

There are now 4 gas lights of the type referred to in this division, viz.: St. Regis dyke (2), North Channel dyke and Burnt island.

In the past season of navigation the *Scout, Reserve,* derrick scow *Prescott* and gas compressing were in commission.

The service has been carried out to the satisfaction of the shipping interests, and no complaints were received.

PARRY SOUND AGENCY.

On April 23, 1906, an unfortunate accident occurred near Ten-mile Point during the charging of a Scout type gas buoy, which resulted in the death of Captain Arthur Clarke, and caused considerable damage to the contractor's tug and the department's apparatus.

A careful investigation was held, and it was found impossible to determine the ultimate pressure which the buoy in question was raised to. Instructions had been given that no higher pressure than 5 atmospheres was to be used in service. The Spruce Island gas buoy, which had previously been placed by Captain Clarke, had a pressure of 6 atmospheres, which caused an extra overload on the buoy of about 100 tons.

It is greatly to be regretted that no data was available to show the pressure to which the exploded buoy was raised. After the accident, all the high pressure buoys in the Parry Sound agency were replaced by such automatic low pressure buoys as were available. In some cases, No. 5 buoys were used, and these will be replaced by No. 8½ buoys.

NOVA SCOTIA AND NEW BRUNSWICK GAS BUOY SERVICES.

The Courtnay buoys along the coast of Nova Scotia and Bay of Fundy are being replaced as rapidly as the department's steamers can carry out the work, by No. 11 lighted whistling buoys. The repairs to the *Lady Laurier* which has kept her out of commission for some time, has delayed the placing of the buoys referred to.

St. John Harbour.—Gas buoys have been placed in the harbour replacing unlighted buoys. Five gas buoys No. 5 type have been placed in the Restigouche river, and two gas buoys No. 5 type have been placed in the Miramichi river.

(INCLOSURE B.)

LIST of Buoys maintained by the Department of Marine and Fisheries in Canadian Waters in 1906.

ONTARIO.

	No. of Buoys.
Amherstburg, including Bois Blanc....	44
Bay of Quinté (two contracts)..	19
Bears Rump..	1
Big Duck island, bell-buoy	1
Blind river..	4
Byng inlet..	7
Collingwood..	14
Clapperton channel..	9
Georgian bay..	13
" gas-buoys	4
Goderich..	6
Green shoal..	1
Grecian shoal..	1
Gananoque..	3
Hawkesbury..	10
Kaministiquia..	9
Lake Erie, gas-buoys..	2
Lake Nipissing..	32
Lake of the Woods, including bell-buoy.	115
Lake Simcoe..	12
Lake Superior, including bell-buoy.. ..	7
Little Current..	8
Lone rock, gas and bell-buoy..	1
Midland..	7
Murray canal and Presqu'ile bay.. ..	23
Napanee..	14
Niagara, bell-buoy..	1
North Sisters rock..	4
Orillia..	9
Pancake shoal, bell-buoy..	1
Parry Sound..	27
Parry Sound, gas-buoys (one with bell)	3
Pembroke..	20
Pointe au Baril, beacons..	15
" buoys..	4
Penetanguishene..	10
Port Arthur, gas-buoys..	2
Port Rowan..	10
Port Colborne, gas-buoys..	1
Rainy river, beacons, pairs..	11
" buoys..	14
River Thames..	8
Rondeau..	6
St. Lawrence river, Montreal to Kingston, spars..	84
St. Lawrence river, Montreal to Kingston, Can-buoys..	13

LIST of Buoys maintained by the Department of Marine and Fisheries, &c.—*Continued.*

ONTARIO—*Continued.*

	No. of Buoys.
St. Lawrence river, Montreal to Kingston, gas-buoys	37
Ste. Placide, stakes and buoys	52
Sault Ste. Marie	20
" canal approaches	25
Seine river and Grassy lake, piles	30
" buoys	10
South Baymouth	4
Stokes bay	6
Surprise shoal, bell-buoy	1
Trenton	13
Victoria island, Lake Superior	3
Waubashene	37
Saugeen river	7
Sturgeon river	26

QUEBEC.

Agnes	1
Amherst harbour	8
Anse à Gascons	1
Anse à Beaufils	1
Barachois de Malbaie	1
Bonaventure	3
Cap Chat	1
Cape Cove	1
Cap Meule	1
Carleton point	1
Chicoutimi	15
Cock point	1
Chaudiere basin	7
English bay	3
Eschourie rock	1
Fox river	1
Gaspé	5
Grand Entry	14
Griffin cove	1
House harbour, Magdalen islands	6
Lake St. John—	
River Ashuapmuchuan	
" Mistassini	
" Peribonka	
Roberval harbour	110 and 25 beacons.
Little river west	1
Maria	1
Matane	3
Mont Louis	1
New Richmond	3
North channel, Island of Orleans	12
Nouvelle	1
Paspebiac	1
Pentecost	1
Percé	2
Port Daniel	1
Restigouche river	10
Richelieu river, balises	
" river, to St. Johns	35
" above St. Johns	19
Riviere à la Pipe, Lake St. John	8
" des Prairies	10
Ste. Adelaide de Pabos	1
Ste. Anne river	1
St. Thomas	8
St. Lawrence river, between Platon and Montreal, gas buoys	51
St. Lawrence river, between Platon and Montreal, unlighted buoys	214
Serpent reef	1
Maintained by Quebec agency, gas-buoys	21
Maintained by Quebec agency, unlighted buoys	66
Maintained by Quebec agency below Quebec, bell-buoy	1
Maintained by Quebec agency below Quebec, whistling-buoy	1
Petite Rivière East	1

NEW BRUNSWICK.

Bathurst	26
Baie Verte and Port Elgin	36
Bay du Vin	12
Beaver and Blacks harbour	9
Black brook, Miramichi river	6
Black Lands gully	12
Buctouche	22
" stakes	34
" river, bushes	200
Bartibogue	13
Campobello, 1 spindle and	9
Caraquet	21
Cocagne, stakes, 50	11
Dalhousie and Restigouche	12
Didgequash	5
Dipper harbour	3
Dorchester	3
Grande anse	4
Grand lake and Salmon river bushing	73
Grand Manan, 1 spindle and	28
Great Shemogue	7
Hatfield Point, bushes	
Harvey	7
Kouchibouguac and Black river, bushes	
Lepreau	3
Letite and Back bay, 1 spindle and	14
Little Shemogue, 1 beacon and	5
Little Shippigan	12
Magaguadavic	13
Maquapit and French lakes, 20 stakes and	4
Miramichi, 9 winter buoys, 1 lightship and	18
Musquash	7
Neguac	21
Neil harbour	1
Nappan river, 24 stakes and	3
North-west arm, Miramichi	14
Oromocto	7
Ox island, St. John river	5
Petit Rocher	2
Pisarinco	2

NEW BRUNSWICK—*Continued.*

	No. of Buoys.		No. of Buoys.
Pokemouche	8	Tracadie, 150 bushes, North Gully	11
Richibucto and Albion	33	Tynemouth creek	3
“ Rexton and Browns yard	30	Washademoak, 147 bushes and	2
Shediac	18	Waweig river	1
“ north of island, 26 bushes and	2	West Isles, 4 spindles and	23
Shippigan, 17 pickets	20	Maintained by agency—	
St. Andrews	15	(gas buoys)	7
St. Croix ledge	11	(can and conical buoys)	21
St. John river, 155 stakes and	68	(whistling buoys)	10
St. Louis, 15 bushes	10	(bell-buoys)	12
South Tracadie Gully, 30 bushes	5	(bell boat)	1
St. Simon, Bay Caraquet	4	(lightships	2
Tabusintac	18		

PRINCE EDWARD ISLAND.

Bay Fortune	3	Little channel	3
Beach point	3	Montague	6
Bedeque	11	Murray harbour, 2 stakes	37
Brae harbour	5	New London	9
Brudenell river	4	Orwell and Vernon river, 36 bushes	6
Cardigan, Lower	6	Pinette	5
“ Upper	12	Port Hill	12
Cascumpec, 12 stakes	14	Pownal	7
Charlottetown, 20 stakes	22	Rollo bay	3
Cove head	2	Rustico	5
Crapaud, stakes and	5	Savage harbour	2
East river (Hillsboro')	17	Souris	4
Egmont bay	12	St. Peters harbour	10
“ south, 8 stakes and	2	Summerside	11
Georgetown	13	Tracadie	3
Goose harbour	2	West point	2
Grand river, 1 beacon and	12	Wood island	3
“ lot 14	8	Maintained by agency..(signal buoys)	6
Indian rocks	1	“ “ (can and conical)	6
Malpeque	16	“ “ (gas buoys)	3
Miminegash	6	including Zephir Rock.	

NOVA SCOTIA.

Advocate harbour	6	Dover	6
Apple river	8	East bay, Bras d'Or	3
Arichat	21	Fourchu harbour	11
Argyle river and sound	10	Great Bras d'Or	7
Avon river	6	Gillis point, Boulaceet	1
Barrington	32	Guysborough	3
Bear river	12	Hay cove	14
Beaver harbour	8	Harbour au Bouche.. .. ..(6 stakes)	4
Blandford	5	Ingonish, South bay	8
Bridgewater	10	Isaacs harbour	12
Canning or Habitant river..(6 dolphins)		Indian harbour	4
Canso and St. Andrews passage	30	Jeddore	9
Cape Negro or North-east harbour	17	Judique	1
Cariboo	6	Ketch harbour	6
Chester	25	L'Ardoise	3
Cheticamp	12	Lahave	8
Chezzetcook and Petpiswick	6	Little Narrows	10
Christmas island and Barra strait	11	Little Dover	9
Clarks Cove, West bay	3	Little Bras d'Or	2
Clarks harbour	17	Liverpool	3
Cockerwit pass and Woods harbour	20	Lockeport	6
Cooks cove, Toby cove	4	Lunenburg	9
Calf island bay	5	“ back cove	9
Canning river	6	“ middle south	16
D'Escousse and Lennox passage	25	Louisburg	7
Digby and Annapolis	13	Liscombe	4

NOVA SCOTIA—*Continued.*

	No. of Buoys.
Mabou	19
Mahone bay and Chester	12
Main-à-Dieu	6
Margaree harbour	9
Merigomish	6
Marie Joseph	11
Monsellier	10
McKinnon harbour	4
Musquodoboit	7
Martins Brooke	6
Northport	12
North Sydney	5
Parrsboro	6
Petitdegrat	11
Pictou	6
Popes harbour	3
Port Felix	10
Port Hood	7
Port Le Tour	15
Port Medway	9
Port Morien	2
Port L'Hebert	12
Pubnico	18
Pugwash	9
Prospect, Lower	10
Port Mouton	4
Queensport	3
River John (stakes)	3
Roseway	3
St. Anns	3
St Mary river	8
" up to Sherbrooke	18
St. Peter's bay	16
St. Peters inlet	10
Sambro	11
Shag harbour	13
Sheet harbour	9
Shelburne	10
Ship-harbour	9
Ship rock	1
Shulee	8
Smith's island	1
Sydney	2
Shag bay	2
Sober island to Ecum Secum	21
Tangier	4
Tatamagouche, 46 stakes and	18
Terrence bay	3
Tor bay	19
Three fathom harbour	5
Tidnish	5
Tusket (two contracts) (3 spindles)	30
Upper Prospect	4
Wallace	15
West bay	3
West Dublin and Crooked channel	13
Westport	3
Weymouth	13
Whitehead	9
Yarmouth	50
Maintained by agency—	
(whistling-buoys)	27
(bell-buoys)	30
(conical and can-buoys)	172
(gas-buoys)	4
(combined gas and bell buoys)	1
(combined gas and whistling)	12
(light vessels)	2

LIST OF BEACONS AND BUOYS—BRITISH COLUMBIA.

North bank buoy, platform, cage and drum, Clayoquot sound.
Vargas rock buoy, platform, cage and ball, Clayoquot sound.
Meares spit buoy, platform and cage, Clayoquot sound.
Browning passage buoy, spar, Clayoquot sound.
Browning passage buoy, spar, Clayoquot sound.
Browning passage buoy, spar, Clayoquot sound.
Hankin rock buoy, platform and cage, Clayoquot sound.
Templar rock buoy, steel can and drum, Clayoquot sound.
Whistling buoy, steel frame and whistle, Amphithrite point.
Sutton rock buoy, platform and cage, Barkley sound.
Swale rock beacon, framework and light, Barkley sound.
Somas river beacon, three piles, Barkley sound.
Somas river beacon, three piles, Barkley sound.
Somas river beacon, three piles, Barkley sound.
Whistling buoy, steel frame and whistle, Port San Juan.
Rosedale rock buoy, steel can, Race rocks.
Whale rock buoy, spar, Esquimalt.
Patterson rock buoy, platform and cage, Esquimalt.
Dyke point beacon, wooden cone, Esquimalt.
Canteen buoy, platform and cage, Esquimalt.
Channel rock buoy, platform, cage and drum, Victoria.
Middle beacon, three piles and light, Victoria.
Songhies point buoy, spar, Victoria.
Hospital rock buoy, platform and cage, Victoria.
Shoal point beacon, three piles and light, Victoria.
Brotchie ledge beacon, steel and concrete, light and fog signal, Strait of Juan de Fuca.
Lewis rock, masonry and drum, Baynes passage.
Johnstone reef buoy, steel can, Haro strait.
Zero rock beacon, masonry and cone, Haro strait.
Kelp reef beacon, masonry and ball, Haro strait.
Escape reef beacon, wooden cone and drum, Stuart channel.
False reef buoy, steel can, Stuart channel.
Coffin island beacon, framework and light, Stuart channel.
South beacon (Holland bank), three piles and drum, Oyster harbour.
North beacon (Dunsmuir islands), three piles and drum, Oyster harbour.

LIST OF BEACONS AND BUOYS—BRITISH COLUMBIA—*Continued.*

White rock buoy, steel can, Trincomali channel.
Danger reef beacon, framework and light, Trincomali channel.
False narrows buoy, spar, False narrows.
False narrows buoy, spar, False narrows.
Middle reef buoy (east), spar, False narrows,
Middle reef buoy (west), spar, False narrows.
Shark cove buoy (canal), spar, northern shore, south Pender island.
Shark cove buoy (canal), spar, southern shore, north Pender island.
Shark cove buoy (canal), spar, southern shore, north Pender island.
Rosenfeld reef buoy, steel can and cage, strait of Georgia.
Gossip reef buoy, steel can, Active pass.
Sandheads buoy, steel frame and bell, Roberts bank, strait of Georgia.
Fraser river entrance buoys, steel conical, black, seven in number.
Fraser river entrance buoys, steel conical, red, seven in number.
Fraser river buoy, spar, red, Woodward slough.
Fraser river buoy, spar, black, Woodward slough .
Fraser river north arm buoys, spar, position and number to suit navigation.
Fraser river north arm beacons, single piles, position and number to suit navigation.
Point Grey fairway buoy, steel framework, Burrard inlet.
Spanish bank beacon, five piles and drum Burrard inlet.
West beacon, First narrows, five piles and square, Burrard inlet.
East beacon, First narrows, five piles and triangle, Burrard inlet.
First narrows buoy, spar, Burrard inlet.
Parthia shoal beacon (west), mast with drum, Burrard inlet.
Parthia shoal beacon (east), mast with drum, Burrard inlet.
Burnaby shoal buoy, spar, Burrard inlet.
Gibson’s landing beacon, masonry and ball, shoal channel, Howe sound.
Rock point reef buoy, spar, strait of Georgia.
Welcome point reef buoy, spar, strait of Georgia.
Darcy rock buoy, steel can, Sidney channel.
Sidney spit buoy (east), steel can, Sidney channel.
Sidney spit buoy (west), steel conical, Sidney channel.
Sidney spit beacon, wooden cone and ball- Sidney spit.
Sidney wharf buoy (south), spar, shoal off wharf.
Sidney wharf buoy (north), spar, shoal off wharf.
Sidney rock buoy, platform and cage, rock off wharf.
Dock island beacon, framework and light, Dock island.
Canoe rock beacon, masonry and drum, Canoe rock.
Colbourne buoy (south), platform and drum, Colbourne passage.
Colbourne buoy (north), platform and ball, Colbourne passage.
Celia reef buoy, steel conical, Shute passage
Shute rock beacon, masonry and ball, Satellite channel.
Kelp rock buoy, steel conical, Satellite channel.
Batt rock buoy, steel can, Ganges harbour.
Horda rock buoy, platform and ball, Ganges harbour.
Enterprise beacon, masonry and ball, Trincomali channel.
Benmohr rock buoy, platform and ball, Trincomali channel.
Atkins beacon, masonry and ball, Trincomali channel.
Governor rock buoy, platform and ball, Trincomali channel.
Walker beacon, masonry, framework and light, Trincomali channel.
Victoria rock buoy, steel can, Trincomali channel.
Romulus rock beacons, two posts and slats, Galiano island, Porlier pass, south of rock.
Romulus rock beacons, two posts and slats, Galiano island, Portier pass, east of rock.
Portier pass, fairway buoy, steel can and drum, Portier pass.
Grappler rock buoy, steel can, Houston passage.
Crofton beacon, framework and light, Osborn bay.
Indian reef buoy, steel can, Stuart channel.
North reef beacon wooden cone and ball, Stuart channel.
Tattenham ledge buoy, spar, Malaspina strait.
Atrevida reef buoy, spar, Malaspina strait.
North point, Texada buoy, spar, Malaspina strait.
Gabriola reef beacon, masonry and ball, strait of Georgia.
Snake island buoy, steel conical, strait of Georgia.
Horsewell reef buoy, steel can, strait of Georgia.
Clarke rock buoy, platform and pyramid, strait of Georgia.
Dorcas rock buoy, spar, strait of Georgia.
Kelp reef buoy, steel frame and bell, strait of Georgia.
Cortes island buoy, steel can, strait of Georgia.
Whaleton rock buoy, spar, Whaleton bay.
Shark spit beacon, five piles and drum, Mary island spit.
Channel rock spindle, iron spindle and drum, Mary island spit.
Camp point beacon, pyramid and cone, Johnstone strait.
Ledge point buoy, spar, Broughton strait.
Walbran rock buoy, spar, Fisher channel.
White point beacon, pyramid, Lama passage.
Regatta rock beacon, pyramid and ball, Lama passage.
Dall patch buoy, platform, pyramid and ball, Lama passage.
White stone beacon, square and drum, Lama passage.
Whistling buoy, steel frame and whistle, Vancouver rock, Milbank sound.
Watson rock beacon, pyramid and drum, Grenville channel.
Hazel point buoy, spar, Middle passage.
Alford reef buoy, steel can, Metlakatla harbour.
Tugwell reef buoy, spar, Metlakatla harbour.
Shrub beacon, masonry and ball, Metlakatla harbour.

LIST OF BEACONS AND BUOYS—BRITISH COLUMBIA—*Continued.*

Harbour channel buoy (west), platform and drum, Metlakatla harbour.
Harbour channel buoy (east), platform and drum, Metlakatla harbour.
Hodgson reef buoy, steel can, Chatham strait.
Sparrowhawk rock buoy, steel can, Cunningham passage.
Hankin reef buoy, platform and pyramid, Cunningham passage.
Dodd passage buoy, spar, Port Simpson harbour.
Harbour reef buoy, steel conical, Port Simpson harbour.

SOOKE HARBOUR.

Whiffen spit beacon, framework and light, Sooke harbour entrance.
Sooke beacons, single piles, three in number.

MUD BAY.

Blackie spit beacon, three piles, west extreme spit.
Blackie spit beacon, single pile, south side channel.
Blackie spit beacon, single pile, south side channel.
Main channel beacons, single piles, 3, east side of channel.
Junction beacon, three piles, Slue and Serpentine.
Slue beacons, single beacons, 18, on banks of Slue, where required.
Serpentine beacons, single beacons, 15, on banks of Serpentine, where required.
Nicomeck'l beacons, single beacons, 6, on banks of river, where required.

NANAIMO HARBOUR.

Harbour light beacon, framework and light, south side of entrance.
Entrance buoy, platform, pyramid and triangle, south side of south channel.
Gallows point buoy, platform, pyramid and triangle, north side of entrance.
South channel buoy, platform, pyramid and triangle and diamond, south side, south channel.
Middle bank buoy, platform, pyramid and triangle and ball, south end, middle bank.
South channel buoy, platform, pyramid and triangle and diamond, south side, south channel, west end.
Satellite reef buoy, platform, pyramid and triangle and ball, south end of reef.
Mill stream buoy, platform, pyramid and triangle and triangle, east extreme of shoal.
Carpenter rock buoy, platform, pyramid and triangle and ball, close eastward of rock.
Middle bank buoy, spar, southwest shoulder of bank.
Middle bank buoy, spar, west shoulder of bank.
Middle bank beacon, five piles and light, north end of bank.
Beacon rock, masonry and ball, on summit of rock.

PROTECTION ISLAND PASSAGE.

Passage rock buoy, platform, pyramid and triangle, close east of rock.

DEPARTUURE BAY.

Departure bay buoy, platform, pyramid and ball, west extreme of shoal.

KOOTENAY LAKE.

Kootenay river mouth, buoy, platform, pyramid and cross, northwest end spit, entrance west channel, south arm.
Kootenay river mouth buoy, platform pyramid and cross, south end island, same entrance.
Balfour buoy, spar, outer end spit, west arm, north side.
Proctor buoy, platform, pyramid and cross, outer end spit, west arm, south side.
Proctor middle ground buoy, spar, on the shoal, between Proctor and Balfour.
Middle ground buoy, platform, pyramid and cross, east of Narrows.
Narrows buoy, platform, pyramid and cross, near Saw-mill point.
Middle ground buoy, platform, pyramid and cross, between old mill and narrows.
Thirteen mile point, buoy, platform, pyramid and cross, north end, spit.
Yuills shoal, upper end buoy, platform, pyramid and cross, off Kokani creek.
Yuills shoal, lower end buoy, platform, pyramid and cross, off Kokani creek.
Nine mile point buoy, platform, pyramid and cross, north end of spit.
Seven mile point buoy, platform, pyramid and cross, north end of spit.
Six mile point buoy, platform, pyramid and cross, north end of spit.
Five mile point buoy, platform, pyramid and cross, north end of spit.
Shipyard shoal buoy, platform, pyramid and cross, opposite shipyard, near Nelson.

SUBMARINE SIGNALS.

The department has established at Chebucto Head, approach to Halifax harbour, an electric submarine signal station. The submarine bells, two in number, with independent cables, are located 2 cables N. 1 degree E. from the inner automatic gas and whistling buoy in latitude N. 44 degrees 31′ 51″ and W. 63 degrees 30′ 0″, and during thick and heavy weather a signal consisting of four strokes at intervals of 4½ seconds followed by a silent interval of 6½ seconds.

In order to mark the position of the bell tripods, two, one red, wooden spar buoys have been attached thereto.

Work in connection with the establishment of similar submarine signal stations is under way at the following points, viz.: Louisburg, N.S., Yarmouth, N.S., and Negro Head, N.B. The buildings required for the stations will be erected by the chief engineer's branch.

Submarine bell buoys.—The department has in service special submarine bell buoys made by the Submarine Signal Company of Boston, and also submarine bell attachments on the automatic gas buoys, and any extension of this system required in future will be along this line. Where an automatic gas buoy is in position it is considered better to add a submarine bell attachment rather than to moor alongside a special submarine bell buoy. All automatic gas and whistling buoys have been provided, free of charge, to the department, with receptacles to carry the submarine bell attachment.

Delay has been experienced in obtaining from the Submarine Signal Company the required attachments, but by the opening of navigation, 1907, a number should be in operation.

The following submarine bells were in operation during the past season, viz.:—

1. Lurcher lightship.
2. Anticosti lightship.
3. Red Island lightship.
4. Prince Shoal lightship.
5. White Island lightship.
6. Egg Island bell buoy.
7. Sambro bell buoy.
8. Halifax Harbour (station at Chebucto Head).

The Shipping Federation of Canada has requested that the following additional bells be established, viz.:—

Bird Rocks.
St. Pauls.
Belle Isle.
Green Island.
South Point, Anticosti.
Pointe aux Basque.
Cape Race.
Platt Point, Little Miquilon.
Point Anguille, near St. George's Bay, Newfoundland.
Fame Point, Gaspé peninsula.
Cap Rosier, Gaspé peninsula.
Matane, Gaspé peninsula.
Point Snel, Gaspé peninsula.
Flat Point, near Sydney harbour.
Scatari, C.B.
Whitehead, N.S.

Beaver Island, N.S.
Little Hope, near Liverpool bay.
Brazil Rocks, S.W. Nova Scotia and Bay of Fundy.
Blonde Rocks.
Gannet Rock.
Beatson's Rock.
Partridge Island, St. John, N.B.

The Submarine Signal Company has advised the department that up to December 1, 1906, the following vessels have been equipped with submarine signal apparatus:—

North German Lloyd Line—
- Kaiser Wilhelm II.
- Kaiser Wilhelm der Grosse.
- Kronprinz Wilhelm.
- Barbarossa.
- Friedrich der Grosse.
- Grosser Kurfurst.
- Prinzese Alice.
- Main.
- Rhein.
- Neckar.
- Bremen.
- Seeadler.

White Star Line—
- Baltic.
- Oceanic.
- Republic.
- Arabic.
- Cymric.
- Cedric.
- Canopic.
- Majestic.
- Cretic.
- Teutonic.
- Romanic.
- Celtic.

Cunard Line—
- Lucania.
- Ivernia.
- Saxonia.
- Campania.
- Caronia.
- Carmania.

Hamburg-American Line—
- Deutschland.
- Amerika.
- Kaiserin Auguste Victoria.
- Cap Vilano (South America).

French Line—
- La Savoie.
- La Lorraine.
- La Province.

Canadian Pacific Line—
- Mount Temple.
- Montcalm.
- Lake Manitoba.

Dominion Line—
- Canada.

Metropolitan Line—
- J. S. Whitney.
- H. M. Whitney.
- Herman Winter.
- H. P. Dimock.

Boston & Philadelphia Line—
- Indian.
- Persian.
- Grecian.
- Tuscan.

Merchant & Miners Trans. Line—
- Nantucket.
- Gloucester.
- Juniata.
- Kershaw.
- Ontario.

Old Dominion Line—
- Munroe.
- Princess Ann.
- Jefferson.
- Hamilton.
- Jamestown.

Dominion Coal Co.—
- Cacouna.
- Cape Breton.
- Bonavista.
- Louisburg.

Red Cross Line—
- Rosalind.
- Silvia.

Plant Line—
- Halifax.

Eastern Steamship Co.—
- Calvin Austin.

Holliday Brothers—
- Aranmore.
- King Edward.

Thomson Line—
- Cervona.

Campbell & Co.—
- Strathcona.

Wm. Murdock—
- Dufferin.

Standard Oil Co.—
- Standard.

Suskehanna Coal Co.—
- Paoli .
- Tacony.

Commercial Cable Co.—
- Mackay-Bennet.

Commercial Tow Boat Co.—
- Dudley Pray.

Kink Tow Boat Co.—
- Gypsum King.

Woermann Line (Germany to South Africa)—
- Gertrud Woermann.
- Adolph Woermann.

Luckenbach Trans. & Wrecking Co.—
- Edgar F. Luckenbach.

Boston & Baltimore Barge Co.—
- Boswell.

T. J. Scully—
- John Scully.

J. S. Emery & Co.—
- Governor Ames.

Coastwise Transportation Co.—
  Samuel J. Goucher.

E. G. Potter, et al—
  Jennie French Potter.

Staples Coal Co.—
  Cuba.

Percy & Small—
  Eleanor A. Percy.

Maine Steamship Co.—
  Horatio Hall.

Dublin Steam Packet Co.—
  Wicklow.

Pilot Boats, Boston—
  America.
  Louise.
  Liberty.
  Varuna.

New York—
  New York.
  New Jersey.
  Washington.
  Ambrose Snow.
  Hermit.

Philadelphia—
  Philadelphia.

Liverpool—
  Francis Henderson.
  Bernard Spear.
  Queen Victoria.
  David Fernie.

Steam Yachts—
  Corsair.
  Wacondah.
  Sabrina.

Steam Yachts—Con.
  Constant.
  Constellation.

Fishing Schooners—
  Mary E. Harty.
  Arkona.

Submarine Boats, U.S.—
  Octopus.
  Cuttlefish.
  Starling (tender).

United States Government—
  Maine (Battleship).
  Alabama (Battleship).
  Connecticut (Battleship).
  Mayflower (L. H. Tender).
  Iris (L. H. Tender).
  Larkspur (L. H. Tender).
  Gresham (Revenue Cutter).
  Armenia (L. H. Tender).
  Bache (Coast Survey).

Canadian Government—
  Canada (L. H. Tender).
  Lady Laurier (L. H Tender).
  Lansdowne (L. H. Tender).
  Minto (ice-breaker).
  Stanley (ice-breaker).

French Government—
  Emile Allard (Tender).

English Government—
  Galatea (Tender).
  Irene (Tender).
  Vigilant (Tender).
  Antrim (Cruiser).
  Spanker (Gun Boat).

German Government—
  Wik.

NUMBER OF LIGHT STATIONS, LIGHTS, FOG ALARMS AND WARNING BUOYS IN THE DOMINION.

—	Light Stations.	Lights.	Keepers.	Fog whistles sirens and diaphones.	Fog horns.	Fog bells.	Fog guns or bombs.	Gas buoys.	Whistling buoys.	Bell buoys.
Province of Ontario and above Montreal	226	303	209	13	6	4		50		3
Lightships	2									
Province of Quebec	169	247	215	12	8	1	7	78	1	1
Lightships	7									
Province of Nova Scotia	228	232	233	12	10	3	1	9	45	30
Lightships	1									
Province of New Brunswick	109	142	111	8	7	2	1	12	12	13
Lightships	2									
Province of Prince Edward Island	41	70	66		1			1	3	2
Province of British Columbia	47	55	45	6	9	6		1	5	4
Lightships	1									
Province of Manitoba	5	4	4							
	838	1,053	883	53	41	16	9	151	53	69

APPENDIX No. 3.

SOREL SHIPYARD.

Sorel, October 22, 1906.

Lt. Col. F. Gourdeau,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to report on the work done at the Sorel shipyard during fiscal year ending June 30, 1906.

DREDGE 'W. S. FIELDING.'

This is a steel twin screw hopper dredge constructed for the Department of Public Works. The hull of the dredge is 254 feet long by 52 feet beam, by 18 feet depth. She is equipped with a chain of elevator buckets and a suction pipe and is designed to dredge in 50 feet of water. This dredge was about finished in the year 1904-5. In the present year she was completely finished and tested in July and August. In the beginning of September she left Sorel to work on the sea coast. A number of spare parts were made for this dredge.

TUG 'PORTNEUF.'

This is a wooden vessel 85 feet long over all, 17 feet 3 inches beam, with a depth of 9 feet 9 inches. This vessel was begun in February, 1905, and was finished in August of the same year. She is for use with the dredging fleet of the St. Lawrence ship channel.

The main engine was compounded from the single cylinder engine of the dismantled tug *St. Francis*. A new marine boiler 8 feet 6 inches diameter by 8 feet 6 inches long, was built at the Sorel shipyard for this vessel. The vessel has accommodation for both day and night crew.

DUMP SCOWS.

Three of the dump scows, Nos. 1, 2 and 3, belonging to the St. Lawrence ship channel dredging fleet were partly rebuilt during the year.

TUG 'JESSIE HUME.'

This tug which belongs to the dredging fleet of the St. Lawrence ship channel, was partly rebuilt during the winter. Her hull was rebuilt from the water line up and her cabin work was entirely rebuilt and increased, giving accommodation for both day and night crews.

STEAMER 'LA CANADIENNE.'

This steamer which was transferred from the fishery service to the hydrographic survey, was partly rebuilt for the use of the latter service. The upper deck was extended forward ; a new chart room, wheel house and cabins were built on this upper deck, new cabins were built on the main deck.

The officers' quarters aft were remodelled and refitted ; an electric light plant was installed and the vessel was altered so as to fit her out as a survey boat.

SEA GOING HOPPER SUCTION DREDGE.

This is a steel dredge for use in the St. Lawrence ship channel. The hull is 264 feet long by 45 feet beam by 20 feet deep. This dredge is to be fitted with a centrifugal dredging pump working in a central well to a depth of 65 feet below load water line. The dredge will be equipped with twin screws driven by triple expansion engines. The pump will also be driven by an engine of the same type. There will be two cylindrical marine boilers 13 feet 6 inches diameter by 11 feet long.

Plans of this dredge were prepared in the Sorel shipyard in the spring and summer of 1905. The contract for the steel plates and shapes for the building of this dredge was given in October, 1905, and construction was begun in January, 1906. The framing was nearly all erected by the end of June, 1906.

STEAMER 'ROUVILLE.'

This is a wooden steamer for the use of the Mounted Police Department in Hudson Bay. The hull is 130 feet over all by 26 feet beam by 16 feet deep, with a draft of water of 12 feet 6 inches. The hull of the vessel is built of oak, rock elm and southern pine, and is extremely heavy so as to resist the ice pressure which may be encountered in Hudson bay. The boat is equipped with a compound engine with cylinders 18 by 36 inches diameter, by 24-inch stroke, driving a propellor wheel 8 feet 6 inches in diameter, provided with removable blades.

The boiler is of Scotch marine type, 12 feet 6 inches in diameter by 10 feet long, with a working presure of 140 pounds.

This vessel was begun in November 1905. She was launched on June 9 and was nearly finished by the end of the fiscal year. She was ready for service in the beginning of August, 1906.

STEAMER 'VERCHERES.'

This is a small wooden steamer for the use of the lighthouse inspection staff. The hull is 100 feet in length by 16 feet beam by 9 feet depth of hull, with a draft of 7 feet 6 inches and a displacement of 126 tons. Work on this boat was begun in January. The construction of the hull was well advanced by the end of the fiscal year.

STEEL TOWERS.

Steel towers for lighthouses were built for Bécancour, Ste. Anne, Champlain, Ile du Moine and Ile de Grâces, between Montreal and Quebec, and one steel tower was built for use at Souris, P.E.I. Repairs and alterations were also made to some other steel lighthouse towers. Different vessels attached to the inspection and construction of lighthouses were repaired during the year and coal and supplies were furnished to these vessels.

REPAIR WORK FOR ST. LAWRENCE SHIP CHANNEL.

A large part of the work done at the Sorel shipyard consists of the maintenance of the vessels of the St. Lawrencee ship channel dredging fleet. The hulls and machinery of these vessels were maintained in good condition during the fiscal year 1904-5. During the winter the machinery was completely overhauled and repaired. The hulls and cabin work were painted and the equipment was repaired and put in proper condition.

Clutches and frictions were added to the bow winches on four dredges to enable them to run up their wires faster. On four of the hoisting winches larger cylinders were installed and bronze worm wheels with cut steel worm gearing were attached so as to give greater power.

The steamer *Frontenac* had new cylinders on her main engines.

Dredge No. 1 had a new furnace in one of her boilers and this boiler was thoroughly overhauled and given heavy repairs.

Dredge No. 4 was docked in Tait's dry dock, Montreal, for repairs to the hull: these repairs being effected by the shipyard staff.

Dredge No. 7 had very heavy repairs to her boilers. Her pontoons were hauled up during winter, scraped and painted.

REPAIR WORK FOR DEPARTMENT OF PUBLIC WORKS.

Several of the vessels belonging to the dredging fleet of the Public Works Department were repaired at the shipyard during the year 1904-5.

The dredge *St Louis* and her dump scows and the tugs *Ottawa* and *Daisy* were hauled out and repaired during the year.

A new bucket was fitted for the dredge *International* . A new arm was built for the dredge *Progress* and various minor repairs were made.

Coal and other materials were also furnished to these vessels during the year.

HAULING OUT.

The slip ways of the shipyard were kept busy during the year hauling out various vessels of the dredging fleet and of other departments for repairs. Thirty-six vessels were hauled out during the season. The following vessels were hauled out for the winter and launched again in the spring : Dredge *St. Louis* and two scows, steamer *Alpha,* steamer *Maisoneuve,* tug *Daisy,* dump scows Nos. 1, 2 and 3.

HYDROGRAPHIC SURVEY.

The steamer *De Levis,* attached to the Hydrographic Survey of the river St. Lawrence, was kept in repair during the year.

The steamer *La Canadienne* was given supplies and materials.

STEAMER 'ARCTIC.'

The steamer *Arctic* wintered at Sorel after her cruise in Hudson bay. The machinery of the vessel was overhauled and repaired, and some alterations were made in the engines and boilers. The hull of the vessel was scraped, caulked and painted. New sails were provided. A storage battery and air compressor were installed and the vessel was generally repaired and put in good condition. Materials and supplies were also furnished for next cruise.

IMPROVEMENTS TO SHIPYARD.

A building with steel frame and brick walls, 52 feet by 32 feet, was built for use as a substation. The high voltage current received from the Sorel Electric Company is here converted into low potential, alternating and direct current, suitable for light and lighting purposes in the shipyard. A 300 horse-power motor generator was installed in this substation. A Rand compound air compressor was also installed. This machine has a capacity of 700 cubic feet of air per minute and is driven by a direct current electric motor of 125 horse-power. This substation was ready for operation at the end of December. Since this time the steam engines of the shipyard have been idle and all machinery has been run by electric power. For this purpose a number of dynamos were installed and a system of electric wires was run through the shipyard.

WHARF NO. 4.

This is a new wharf which was begun in the previous year. The wharf is 150 feet in length and replaces an old railway wharf which had become dangerous and had to be demolished.

SAW MILL.

A building 60 feet by 70 feet, two stories high, with two one-story wings, each 28 by 55 feet, was erected for use as a saw mill and for the accommodation of the woodworking machinery of the shipyard. This building is steel frame, with wooden walls and floors of slow burning construction. The foundations are of rough masonry. The electric motors and heavy line shafting driving the machinery are in the basement. This building was about completed by the end of the fiscal year and the machinery was being installed.

WATERWORKS.

Two electric driven turbine pumps were bought to replace the steam pump which supplied water to the shipyard. Some additional mains were laid.

GENERAL

All the buildings of the shipyard were painted during the year and all machinery was maintained in a good state of efficiency. An hydraulic machine for cutting steel channels and beams and doing light flanging was installed in the boiler shop. An extension was built to the blacksmith ship and three new forges erected. The railway of the shipyard was extended to allow of better distribution of material. The working force at the shipyard during the year varied from 400 to 750 men, and averaged 560. The financial statement, which I append, shows that the total amount expended at the Sorel shipyard during the year 1905-6 is $888,960.04.

Yours truly,

G. J. DESBARATS,
Director of Shipyard.

STATEMENT of amounts received by the Sorel Ship Yard from different Appropriations and expended during the Fiscal Year 1905-6.

Year.	——		Amount.
1906.			$ cts.
June 30.—	To Appropriation for ship channel actually expended		587,956, 84
" 30...	Appropriation for construction of sea-going hopper dredge		150,001 32
" 30...	Appropriation for construction of Hudson's Bay patrol boat, str. *Rouville*		55,000 00
" 30...	Construction of lights, Que		11,700 91
" 30...	Maintenance of lights, Que		1,438 42
" 30...	Hudson's Bay expedition str. *Arctic*		279 86
" 30...	Steamer *Maisonneuve*		1,720 22
" 30...	Construction str. *Vercheres*		11,209 22
" 30...	Public Works Department		16,840 42
" 30...	Hydrographic Survey—		
	Str. "*De Lévis*	$ 4,429 21	
	Str. *La Canadienne*	16,116 89	
			20,546 10
" 30...	Dredge *Galveston*		13,847 81
" 30...	Sundry refunds	$ 31 61	
" 30...	Sundry refunds, fiscal year 1904–5	18,387 31	
			18,418 92
	Total		888,960 04

APPENDIX No. 4.

METEROLOGICAL REPORT.

METEOROLOGICAL OFFICE,
TORONTO, September, 1906.

Lieut.-Col. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit the thirty-fifth annual report of the Meteorological Service of Canada, this report being for the fiscal year, July 1, 1905, to June 30, 1906, with Appendices A and B, reports of St. John and Quebec observatories.

The number of persons in receipt of pay from the Meteorological Service on June 30 for various duties performed in connection therewith was 210. Of this number 22 were employed in the central office and with a few at outside stations, devote their whole time to work of the service ; others are occupied in observing during only a portion of each day, and others again are employed only to attend to the display of storm signals were notified.

There are now in the Dominion, Newfoundland and Bermuda 395 stations, using instruments which have been supplied by the government. At 38 stations, distributed at nearly equal intervals throughout Canada, three or more observations are taken daily and each morning and evening reports are telegraphed to Toronto. At 49 other points, observers receive remuneration for a more or less extended series of observations. Special observations for the Western Bulletin Service are taken at 23 places where small gratuities are paid ; 71 persons are paid for attending to the display of storm signals alone, and for the time service and special telegraph service 6 persons are employed.

Since the issue of my last report the following stations have been opened :—

BRITISH COLUMBIA.

Class II.—Athalmer, R. S. Gallop.
" II.—Fairview, J. R. Brown.
" II.—Salmon Arm, R. Hobson.
" III.—Hartley Bay, F. C. Winterbourne.

YUKON TERRITORY.

Class III.—Dawson, J. B. Tyrrell.
" III.—Victoria Gulch, P. Holloway.

ALBERTA.

Class III.—Conjuring Creek, J. A. Sangster.
" III.—Grassy Lake, D. K. Slawson.
" III.—Heather Brae, A. W. Fleming.
" III.—Josephsburg, James Robinson.
" III.—Nanton, A. D. Meacham.
" III.—Okotoks, Jos. D. Pugh.
" III.—Rocky Coulee, Albert Luchic.
" III.—Stavely, A. Brand.
" III.—Sion, F. W. Nash.
Saddle Lake, J. W. Carroll.
Class III.—St. Paul des Metis, Elzear Poitras.
Wabamun, J. C. Haddock.

SASKATCHEWAN.

Class II.—Fond du lac, Anton Biehler.
" II.—Lemberg, G. A. Bock.
" II.—Willow Bunch, M. A. Noel.

MANITOBA.

Class II.—Carberry, Henry Griffith.

ONTARIO.

Class III.—Kioskoque Lake, Thos. H. Ledwood.
" III.—Strathroy, B. Gott.

Midway, B.C., Deseronto, Ont., and Ste. Agathe des Monts, Que., have from various causes ceased to report.

Sunshine recording instruments have been supplied to Haileybury, Kamloops, Medicine Hat, Calgary, Edmonton, Sherbrooke, Charlottetown, Dunvegan, and from some of these very good reports have been obtained.

CENTRAL OFFICE.

Increased accommodation in the central office is required as the staff is much cramped and it is difficult to find shelving room for climatic and meteorological records, and desk room for the staff.

The observatory has, through the expansion of the university, been deprived of all the land originally appertaining to it and there is now no suitable exposure for meteorological instruments in the vicinity. A portion of the building has been demolished to make way for the foundation of the new physical laboratory and part of the staff have been obliged to occupy rooms in a cottage acquired for use temporarily, or as the chairman of the university board of trustees has stated in writing, for one year from the spring of 1906. It would scarcely be possible that the situation could be in a more unsatisfactory condition for the carrying on of the meteorological work, and such is the case at a time when with the western provinces rapidly filling up and trade flourishing, seekers after climatological statistics and inquirers regarding weather conditions are rapidly on the increase. From the maritime provinces there has been an unprecedented demand for storm signals, and in the prairie provinces agriculturists are demanding a more extensive and more widely disseminated weather bulletin.

In September, 1903, with the authority of the department I fenced in the lot of land at the corner of Bloor and Devonshire place and placed therein a set of thermometers, a rain gauge and evaporating tank, thus to a great extent preserving the continuity of the records of these instruments.

In April last, acting under departmental instructions, I looked about Toronto, endeavouring to find some suitable quarters which might be temporarily occupied by the meteorological staff, until such time as a new building could be erected. It was found, however, that no suitable building was available and that it would be far better to remain in the old building. This being chiefly owing to the fact that in the old building is installed the transit instrument used for obtaining the time for Toronto and a portion of Ontario and for checking the time service of Quebec and the maritime provinces; also the seismograph for registering earthquakes occurring in far off countries; and the results obtained here are a most important contribution to science. as seismological investigation is expected to show much as to the physical constitution of the globe ; also a barometer and thermometers recording photographically.

No temporary installation for these instruments could be as satisfactory as the present buildings with all its disadvantages.

It is altogether advisable that a new meteorological office be erected with as little delay as possible in order that the work of the service may be carried on under favourable conditions.

During the past year there has been no change in the personnel of the central office staff which numbers twenty-two ; twenty of whom are permanent employees and two temporary clerks. In addition, however, it has occasionally been found necessary to obtain further temporary assistance to make abstracts of records required by the bureaus of other countries and by scientific investigators both at home and abroad.

I would again respectfully urge that larger salaries be paid to officers and clerks in the meteorological service. The pay now allowed is in my opinion in most instances not at all commensurate with the importance of the work performed, and is on a decidedly lower scale than that given in the United States weather bureau and also lower than in other branches of the Canadian civil service. There have been no salary increases in the central office since July 1, 1904, notwithstanding the fact that the work of the office has augmented and that the cost of living has been steadily increasing.

During the year, the Climatical Report of Canada, a volume of 384 pages, has been printed, and 890 copies distributed in the various countries of both the old and the new worlds and to meteorological observers throughout Canada. The report contains the more or less complete climatic records of 319 stations and the compilation has entailed an immense amount of work, as most of the observers simply fill in the figures daily, without adding up the monthly columns, and most of the computations are done in the Toronto office. In addition to this annual volume, a report on the rain and snowfall of Canada up to the end of 1902 has been published. This volume will be of great value, not only to meteorologists but also to engineers requiring information as to water supply for industrial installations. All rainfall and snowfall records obtainable from the earliest days have been included in the work.

The Monthly Weather Review and the Monthly Weather Map, each of them publications entailing much work, have been issued with regularity, and the Special Meteorological Register of the Toronto observatory for the year 1905 has also been printed and distributed.

The number of publications received in the library during the fiscal year was 330, being for the most part annual, quarterly and monthly reports, from the meteorological, astronomical and magnetical observatories of the world.

The daily weather map has been duplicated by means of the mimeograph and distributed to schools and public buildings, as well as to foreign weather services ; a copy is also furnished to the chief of the Tidal Survey to be used in connection with his work. I had hoped to be able to have this map lithographed, as I am sure that it is now far from being a credit to the service, not being as neat and plain as that issued by many other weather bureaus. This improvement cannot, however, be carried out with the present appropriation.

Weather forecasts covering 36 hours in advance and sometimes a longer interval have been issued twice daily throughout the year. The weather charts on which the forecasts are based have entered on them information obtained by telegraph from 35 stations in Canada and 64 stations in the United States, also reports from St. Johns, Newfoundland, and Bermuda. The forenoon chart is ready for inspection ordinarily about 9.45 a.m. and the forecast official having drawn the isobars, first issues a bulletin for the Maritime provinces, including forecasts for the current and following day for Nova Scotia, New Brunswick and Prince Edward Island, and for vessels leaving for the Grand Banks and for American ports. Then follows a forecast for the western provinces, which is telegraphed without delay to Winnipeg, where a local agent, who has meanwhile received weather telegrams from some 23 points additional to those received in Toronto, prepares a bulletin giving a general synopsis of existing weather conditions and also includes all weather reports received, together with the forecasts from Toronto. This bulletin is then distributed in Winnipeg and telegraphed to the more important centres in the prairie provinces. The Central Office forecast official lastly prepares a bulletin for Ontario and Quebec, which is usually despatched about 10.10 and is published very widely by the afternoon press as well as being posted at telegraph offices, post offices and other frequented places. At all the larger towns in these provinces a special effort has been made to have these bulletins exposed on wharfs and docks within easy reach of shipping people and fishermen.

The evening weather chart, like that of the morning, is usually ready for inspection about 9.45; and with as little delay as possible a bulletin is prepared for the press and forecasts are issued for all parts of the Dominion exclusive of British Columbia. These forecasts are distributed by the telegraph companies to most of the telegraph offices in the Dominion, and by arrangement are posted up in a frame hung in a conspicuous place; nearly every morning journal publishes them generally on the front page.

During the winter months a very large number of special forecasts were made for shippers of perishable goods, inquiries being made by both telephone and telegraph. Indeed it is doubtful whether nearly all shippers of such goods in the Dominion do not now consult the weather service before sending forward consignments.

During the winter, special warnings of snow and drift were issued to all Canadian railways whenever it was deemed necessary, and various electric railways have made a practice of consulting the central office as to the weather of the coming night, the information supplied enabling them either to reduce the working staff on duty to a minimum, or on the other hand to take the usual measure to prevent snow blockade.

During the late autumn many telegrams were received from vessel masters wishing to cross the lakes requesting special forecasts as to probable winds and weather, and indeed in some cases asking as to the advisability of starting.

The following table shows the percentage of verification of the ordinary 10 p.m. forecast, issued from Toronto, and also that of the forecasts for British Columbia issued from Victoria, B.C.:

Month.	Victoria and Vicinity.					Lower Mainland.					Total for British Columbia.				
		Verified.					Verified.					Verified.			
	Number of Predictions.	Number fully.	Number partly.	Number not	Percentage.	Number of Predictions.	Number fully.	Number partly.	Number not.	Percentage.	Number of Predictions.	Number fully.	Number partly.	Number not.	Percentage.
1905.															
July	107	88	4	15	84.1	90	75	1	14	83.9	197	163	5	29	84.0
August	119	99	7	13	86.1	108	92	2	14	86.1	227	191	9	27	86.1
September	108	77	16	15	78.7	103	69	14	20	73.7	211	146	30	35	76.3
October	104	74	16	14	78.8	91	60	11	20	72.8	195	134	27	34	75.6
November	113	80	13	20	76.5	111	74	22	15	76.6	224	154	35	35	76.6
December	103	66	11	26	69.4	93	66	9	18	75.8	196	132	20	44	72.6
1906.															
January	104	77	10	17	78.9	98	74	10	14	80.6	202	151	20	31	79.7
February	99	77	10	12	82.8	90	77	7	6	89.4	189	154	17	18	86.0
March	121	89	9	23	77.3	117	85	18	14	80.3	238	174	27	37	78.8
April	93	80	8	5	90.3	91	74	8	9	85.7	184	154	16	16	88.0
May	128	101	8	19	82.0	119	90	12	17	80.7	247	191	20	36	81.4
June	105	79	9	17	79.5	101	77	12	12	82.2	206	156	21	29	80.8
Total	1304	987	121	196	80.3	1212	913	126	173	80.5	2516	1900	247	369	80.4

Number of Forecasts and percentage of fulfilment in each District in each Month, and in the Year ending June 30, 1906, issued from Central Office at Toronto.

Month.	Saskatchewan.					Alberta.					Manitoba.					Lake Superior.					Georgian Bay.				
	Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1905.																									
July	....	....	....	....	....	....	....	....	....	....	89	63	18	8	77.5	110	64	35	11	75.0	125	102	21	2	90.0
August	....	....	....	....	....	....	....	....	....	....	85	70	12	3	89.4	131	96	32	3	85.5	133	113	17	3	91.4
September	90	61	21	8	79.4	85	62	19	4	84.1	91	67	17	7	83.0	117	89	20	8	84.6	123	105	13	5	90.6
October	86	64	13	9	82.0	83	56	13	14	74.1	87	71	9	7	86.8	116	85	22	9	82.7	122	100	16	6	88.5
November	84	61	18	5	83.3	81	64	12	5	86.4	92	68	17	7	83.2	119	97	14	8	87.4	124	93	24	7	84.7
December	87	64	18	5	83.9	85	62	14	9	81.2	87	65	16	6	83.9	106	82	15	9	84.4	120	95	16	9	85.8
1906.																									
January	83	72	9	2	92.2	84	72	8	4	90.5	83	68	13	2	89.8	101	74	20	7	83.2	114	93	17	4	89.0
February	72	54	11	7	82.6	72	62	8	2	91.7	72	57	7	8	84.0	88	70	15	3	88.1	101	83	12	6	88.1
March	85	79	4	2	95.3	85	76	6	3	92.9	93	81	7	5	90.9	95	82	10	3	91.6	117	85	25	7	83.3
April	84	60	17	7	81.5	83	68	10	5	87.9	86	61	19	6	81.9	100	73	20	7	83.0	108	95	11	2	93.0
May	84	64	16	4	85.7	84	57	21	6	80.3	86	60	13	13	77.3	114	68	32	14	73.7	120	89	21	10	82.9
June	83	61	18	4	84.3	85	72	10	3	90.6	91	76	13	2	90.7	109	89	16	4	89.0	122	107	15	....	93.8
Total	838	640	145	53	85.0	827	651	121	55	86.0	1042	807	161	74	85.2	1306	969	251	86	83.8	1429	1160	208	61	88.4

Month.	LOWER LAKES.					OTTAWA VALLEY.					UPPER ST. LAWRENCE.					LOWER ST. LAWRENCE.				
	Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1905.																				
July	124	100	22	2	89.5	108	88	16	4	88.9	108	90	15	3	90.3	108	85	18	5	87.0
August	133	116	17	......	93.6	131	103	21	7	86.6	131	105	18	8	87.0	134	94	28	12	80.6
September	125	107	17	1	92.4	106	98	7	1	95.7	105	97	7	1	95.7	114	92	17	5	88.2
October	122	106	9	7	90.6	104	89	12	3	91.3	104	89	12	3	91.3	119	87	20	12	81.5
November	124	95	25	4	86.7	115	85	25	5	84.8	115	86	27	2	86.5	119	96	15	8	87.0
December	120	92	19	9	84.6	110	93	15	2	91.4	109	94	13	2	92.2	104	79	11	14	81.3
1906.																				
January	114	98	12	4	91.2	103	86	14	3	90.3	103	89	11	3	91.7	108	89	16	3	89.8
February	101	87	11	3	91.6	89	75	11	3	90.4	90	75	13	2	90.5	98	85	10	3	91.8
March	117	95	18	4	88.9	110	90	13	7	87.7	110	90	13	7	87.7	106	88	14	4	89.6
April	108	92	14	2	91.7	98	80	16	2	89.8	98	80	16	2	89.8	103	71	20	12	78.6
May	120	92	20	8	85.0	99	82	14	3	89.9	99	81	15	3	89.4	113	85	16	12	82.3
June	122	109	12	1	94.3	109	85	18	6	86.2	109	89	16	4	89.0	116	83	25	8	82.3
Total	1430	1189	196	45	90.0	1282	1054	182	46	89.3	1281	1065	176	40	90.0	1342	1034	210	98	84.9

Month.	GULF.					MARITIME WEST.					MARITIME EAST.					TOTAL.				
	Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.				Number of Predictions.	Verified.			
		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.		Number fully.	Number partly.	Number not.	Percentage.
1905.																				
July	107	80	21	6	84.6	109	87	22	......	89.9	109	93	13	3	91.3	1097	852	201	44	86.8
August	132	99	21	12	83.0	133	109	18	6	88.7	134	102	24	8	85.1	1277	1007	208	62	87.1
September	125	99	22	4	88.0	116	99	14	3	91.4	116	97	15	4	90.1	1313	1073	189	51	88.9
October	121	83	18	20	76.0	118	96	16	6	88.1	118	94	17	7	86.9	1300	1020	177	103	85.3
November	116	86	23	7	84.0	114	92	16	6	87.7	114	89	14	11	84.2	1317	1012	230	75	85.6
December	106	84	11	11	84.4	116	91	14	11	84.5	115	99	8	8	89.6	1265	1000	170	95	85.8
1906.																				
January	113	89	17	7	86.3	131	106	15	10	86.6	132	109	14	9	87.9	1269	1045	166	58	88.9
February	97	82	10	5	89.7	103	81	15	7	85.9	103	80	15	8	84.9	1086	891	138	57	88.4
March	108	93	10	5	90.7	125	109	10	6	91.2	123	109	7	7	91.5	1274	1077	137	60	88.9
April	101	70	20	11	79.2	104	73	19	12	79.3	102	70	22	10	79.4	1175	893	204	78	84.7
May	113	80	22	11	80.5	111	81	22	8	82.9	110	82	20	8	83.6	1253	921	232	100	82.8
June	122	85	28	9	81.1	125	90	25	10	82.0	125	88	23	14	79.6	1318	1034	219	65	86.8
Total	1361	1030	223	108	83.9	1405	1114	206	85	86.6	1401	1112	192	97	86.2	14944	11825	2271	848	86.73

STORM WARNINGS.

During the year, 1613 storm warnings were issued to the various districts in Canada where signals were displayed, and of this number 1.532 or 95·0 per cent were verified. On 463 occasions, however, the wind did not reach and on 106 occasions exceeded the force indicated by the signals displayed, also 98 warnings were received late owing to issue and 42 on account of delay in transmission.

In connection with the warnings the probable directions from which the gales would blow were also given, and of the 1,532 verified as to force, 1,190 or 77·7 per cent were fully and 1,431 or 93·4 per cent fully and partly verified. This is the best storm warning record in the history of the service.

At the close of navigation on the great lakes last autumn, I took occasion for the information of mariners, to call attention to the accuracy of the warnings issued by the Meteorological Service. The following is the letter referred to :—

Meteorological Office,
Toronto, December 2, 1905.

The appalling loss of life and property on the Great Lakes during the months of October and November, together with the numerous articles which have appeared in the press relative to the stormy character of the past autumn, have rendered it important that a statement be offered to the public as to what warnings the Dominion Meteorological Service has given of these heavy and disastrous storms. The storms occurred on October 20, November 1, November 15, November 24, and November 28. In each instance the gale was forecasted in the weather bulletin issued from the central office, Toronto, on the forenoon of the previous day, and in every instance the gale signals were displayed well in advance of the storm. This is an important statement, and becomes doubly so when supplemented by the statement, that while every important storm of this past autumn has been predicted, there has been only one occasion on which the official bulletin forecasted a gale which did not occur, and on that day the forecast was, simply, that the wind would probably increase to a moderate gale on the following day on Lakes Erie and Ontario, and it failed to do so.

It is impossible to say how many lives and how many vessels have been saved by the storm warnings—as when a vessel remains in port on account of the warning, the captain very naturally is seldom prepared to allow that he would have been wrecked had he ventured out.

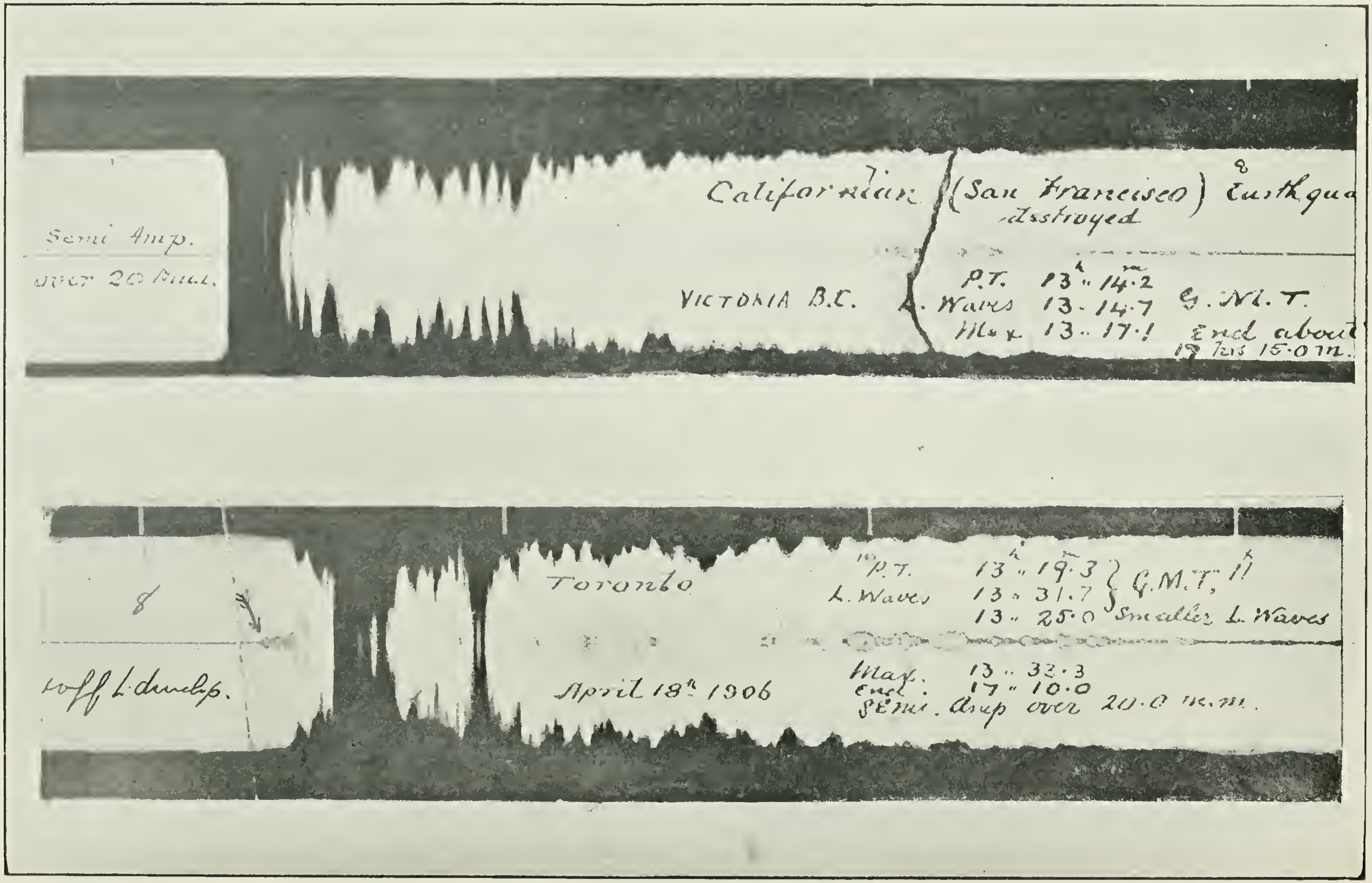
To mention simply the meteorological forecasts of the first and of the last of the heavy storms, namely those of October 20 and November 28: The 10 a.m. forecast of October 19 was : Easterly winds, increasing to gales ; rain to-night. Friday : North and north-west gales, showery and colder. Storm signals were displayed at all ports before 11 o'clock. Then, as regards that of November 28, the 10 a.m. forecast of the 27th read as follows : Fair and colder to-day and to-night ; Tuesday: Strong winds and gales north-east and east ; snow or rain. Storm signals were hoisted on Lake Superior ports at 10 a.m., and during the evening on the other lakes.

Many vessel masters do pay every attention to the weather forecasts and wire for special information before leaving port, but we maintain that, in view of the fact that the meteorological bulletins may be seen at almost every port in Ontario, no vessel whatever should leave harbour during the late autumn without having the latest forecasts.

During the past few weeks, several Toronto vessel captains have wired our central office for a two-day forecast before leaving Oswego or Rochester for Toronto or other Ontario ports, and there is good ground for belief that had all others done the same there might have been fewer casualties.

Yours faithfully,

R. F. STUPART,
Director Dominion Meteorological Service.



SEISMOGRAM SHOWING REGISTRATION OF EARTH WAVES AT TORONTO AND VICTORIA, B.C., CAUSED BY SAN FRANCISCO, CAL., EARTHQUAKE.

Many very severe storms swept over the maritime provinces during the winter months and it is gratifying to be able to state that storm signals never gave better, longer and more reliable warning than for these storms. Comments eulogizing the service appeared in the Halifax and St. John press on many occasions, e.g. : Halifax 'Chronical,' December 11. 1905. 'The storm that swept over the city yesterday was the severest of the season. The storm had been predicted by the meteorological office on Thursday when it was off the coast of Florida, but that it would not affect the maritime provinces before Sunday. On Saturday the Weather Bureau predicted heavy southeasterly gales with snow and rain, and this was verified almost to the letter. No steamers or other crafts—with the exception of the Dartmouth ferry steamer—were running.'

Halifax 'Herald,' December 11, 1905 :

'No disasters were reported last night. Ample warning was given by the Canadian Meteorological Bureau of what was coming. Thirty-six hours before the arrival of the storm it was reported moving up from the Florida coast. Then in Saturday evening's papers the warning of 'easterly gales with sleet or rain was repeated.' It came to the letter, demonstrating the great value of the Weather Bureau, which often before had been proved to be a good thing.'

St. John, N.B., 'Telegraph,' March 21, 1906:

'The timely warning of the storm by the hoisting of the storm signal at the custom house, prevented any vessel from going to sea. Quite a number of coasting vessels are ready to go to their port of destination as soon as the storm abates.'

St. John, N.B., 'Globe,' March 20, 1906 :

'Another of the disturbances from the Gulf of Mexico and southwest states has moved to the maritime provinces. This type of disturbance has been by far the most numerous this season. The storm raging to-day was bulletined Monday morning and signals displayed later in the day. Our meteorological service is making a record that would be difficult to surpass; storm after storm has been accurately and timely forecasted and the warnings given by the bulletins and display of signals, greatly to the advantage and safety of shipping.

Since my last report Port Daniel, Que., has been added to the list of storm signal stations which now number 81, distributed as follows : Three in British Columbia ; thirty-two on the Great Lakes, and forty-six in the maritime provinces. Arrangements are now being made to erect signal masts at Bonaventure River, Que., Corner of the Beach, Que., Point St. Peter, Que., and Gascons, Que.

OUTSIDE STATIONS.

Mr. E. Baynes Reed, assisted by Mr. F. N. Denison, continues in charge of the chief meteorological station in British Columbia and forecasts and storm warnings are issued by them for portions of the Pacific province and these have again shown a percentage of verification highly gratifying. For the compilation of weather charts in Victoria, all the Canadian telegraph reports from Port Arthur westward are transmitted to Victoria, and these together with some United States reports received from Portland, Oregon, form material for a fairly comprehensive weather map. Climatic reports from all stations in British Columbia are likewise compiled and recorded in the Victoria Meteorological Office and hence any information received by agriculturists and others regarding the climate of the province may be obtained in Victoria. Mr. Baynes Reed furnishes the press with most valuable and interesting weekly and monthly reviews which are published in some British as well as the provincial newspapers.

At Banff the self recording instruments on Sulphur mountain have continued in adjustment throughout the year, the records obtained affording data for an instructive comparison between the conditions prevailing on the mountain top and those in the valley 3,000 feet below. These satisfactory results are largely due to Mr. Sanson's zeal in frequently visiting the high station.

Atlin, B.C., and Sable island have been opened as telegraph reporting stations, the list of such stations now being as follows: Dawson, Atlin, Port Simpson, Victoria, New Westminister, Kamloops, Calgary, Edmonton, Medicine Hat, Swift Current, Battleford, Prince Albert, Qu'Appelle, Minnedosa, Winnipeg, Port Arthur, White River, Parry Sound, Southampton, Port Stanley, Kingston, Rockliffe, Ottawa, Montreal, Quebec, Father Point, Anticosti, Belle Isle, Chatham, Yarmouth, Halifax, St. John, Sydney, Charlottetown, St. Johns, Nfld., Sable Island and Bermuda.

It is the observers at these stations who supply the information on which the forecasts and storm warnings are based and inaccuracies in reports whether from ignorance or carlessness, cause much trouble to the forecast officials and are not unlikely to lead to erroneous predictions. The majority of the observers now at telegraph reporting stations are most efficient and reliable, but there are a few weak points which I would like to see strengthened.

Information has been conveyed to me by an inspector that there is some dissatisfaction in the western provinces that in order to obtain climatic statistics, immigrants and would-be settlers are obliged to write to Toronto, whereas had the meteorological service agents, been devoting their whole time to the work of the service in each of the capital cities, Winnipeg, Regina and Edmonton, much time would be saved. I strongly favour such a move and hope that the provision will be made in the next parliamentary appropriation for carrying out this improvement.

INSPECTION OF STATIONS.

The following stations were inspected by Mr. B. C. Webber:—Quebec, Halifax, St. Johns, Newfoundland, St. Georges bay, North Sydney, Sydney, Louisburg, Charlottetown, Murray Harbour, Chatham, Bathurst, Shippegan, Dalhousie, Paspebiac, Ste. Adelaide Pabos, Grand River, Cape Cove, l'Anse au Beaufils, Percé, Barachois de Malbaie, Fox River, Gaspé and Bermuda. At Quebec, clocks and meteorological instruments were examined and the former were found out of adjustment and required cleaning. At Halifax, the time ball apparatus and meteorological instruments were examined and reported upon. At St. Johns and St. Georges bay, the barometers were cleaned and adjusted. At North Sydney, repairs to fence, &c., were ordered. At Charlottetown, a new anemograph was ordered and a new signal shed was constructed. At Chatham the barometer was cleaned and adjusted and the position of the signal mast reported upon. At Bathurst and Shippegan, N.B., the signal masts were moved to new sites. At Dalhousie, a shed for the signals was ordered. At Paspebiac, the painting of the signal mast and repairs were ordered. At Grand River, instruction were given for the repair of the signal shed roof. At Barachois de Malbaie, the agent was instructed as to his duties. At Fox river, instructions for painting the signal house and fence were given and the straightening and painting of mast was ordered. At Prospect, Bermuda, a new site was chosen for the station and a change of observers was made. At other stations recommendations were made for the improvement of their condition.

The following stations were inspected by Mr. W. D. Allan:—Banff, Glacier, Kamloops, Agassiz, Vancouver, Victoria, Saugeen, Pelee Island, Wallaceburg, Ridgetown, Woodstock, Orillia and Collingwood. At Banff instruments were tested both at the Mountain and Valley stations. At Kamloops, the barometer was repaired and compared with standard. At Agassiz, instructions were given for better exposure of thermometers. At Vancouver, the painting of the time gun shed was ordered. At Victoria, the barometer was compared with the standard instrument. At Southampton, instructions were given to obtain tenders for the erection of a signal shed; a new anemometer was installed and the barometer was cleaned. At Wallaceburg, thermometers were placed in position. At Ridgetown, the station was closed and instruments were carried away. At Woodstock a new anemometer was set up, and the painting of the thermometer shed and screen was ordered.

The following stations were inspected by Mr. W. E. Jackson:—Collingwood, Meaford, Owen Sound, Wiarton, Saugeen, Kincardine, Goderich, Bayfield, Pelee Island, Sarnia, Amherstburg, Port Stanley, Sault Ste. Marie and Tobermory. At Collingwood instructions were given for the alteration and repair of the signal shed. At Owen Sound, the signal apparatus was put in order. At Wiarton, Goderich and Southampton, instructions were given for painting the signal masts. At the latter station, the meteorological instruments were also put in order. At Bayfield, instructions were given to obtain tenders for the repairing, painting and removal of mast. At Pelee Island and Port Stanley, the meteorological instruments were put in order. At other stations not referred to, minor instructions were given and suggestions made for the improvement of the observations, &c.

The following stations were inspected by Mr. H. V. Payne:—Arden, Renfrew, Oliver's Ferry, Westport and Port Stanley. At the four first stations mentioned, the rain gauges were examined and reported on. At Port Stanley, instructions were given for the re-erection of the Instrument tower and damaged instruments were returned to store.

Mr. E. Baynes Reed inspected Dawson City, Y.T., and Atlin, B.C. At the latter station instruments were installed and the observer instructed as to his duties.

TIME SERVICE AND SOLAR OBSERVATIONS.

During the year ending June 30, 1906, 61 stellar observations for time were made in the meridian with the transit instrument, also four solar observations were taken. The position of the stars used were those given in the Berliner Jahrbuch. The collimation error of the transit instrument has been determined frequently from micrometrical measurements on the collimating telescope and by reversal on Polaris and other stars. This error still remains almost constant. The mounting of the transit instrument remains in a very satisfactory condition, the variation in the asimuth and level errors being very small.

The time exchanges with Montreal, Quebec, and St. John have been carried on as usual and registered on the chronographs at Toronto, Montreal and St. John. The errors of the Toronto clock and of the time pieces used by the different observers elsewhere are computed from the latest observations. Both the sidereal and mean time clocks of the Toronto observatory with their various electrical appliances have continued to work well and give great satisfaction.

The following table shows the difference between the time by 'Standard Observer' and that given at the various exchanges. The sign indicates that the time sent from the different Observatories is faster than that by 'Standard Observer.' The time by 'Standard Observer' is the arithmetical mean of the times determined at Toronto and Montreal.

1905.	Toronto Sections.	Montreal Sections.	Quebec Sections.	St. John Sections.
July 14	—0.24	+0.24	—0.98	—0.53
August 31	—0.38	+0.38	+0.20	+0.17
September 15	+0.12	—0.12	+0.20	—0.22
" 29	—0.07	+0.07	+0.05	+0.23
October 13	+0.11	—0.11	+0.08	+0.98
November 3	+0.00	....	—0.41	—0.53
" 24	+0.19	—0.19	—0.44	—0.41
December 8	+0.21	—0.21	+0.93	+0.39
1906.				
January 12	+0.18	—0.18	—4.33	—0.57
" 26	+0.06	—0.06	+0.00	—0.44
February 9	—0.46	+0.46	+1.18	—0.28
" 23	—0.43	+0.43	+2.21	—0.04
March 23	+0.06	—0.06	+0.55	—0.24
April 27	—0.81	+0.81	+0.42	—1.14
May 11	+0.17	—0.17	+0.48	—0.80
" 25	+0.08	—0.08	+1.07	+ .12
June 15	—0.43	+0.43	+0.92	+0.36
" 29	+0.06	—0.06	—0.63	—0.37

With the equatorial telescope the sun spot observations have been continued, maps of the sun's surface four inches in diameter being obtained on 118 days. A large spot with double nucleus followed by small trailing spots appeared on the sun from July 5th until it disappeared around the west limb July 22nd. No group of importance appeared on the sun until October 9th, when a moderate sized spot a little north of the equator appeared, being central on the 14th and disappearing over the west limb on the 20th October. This spot was followed by the largest disturbed area of the year, appearing north of the equator on the east limb October 13th, becoming central October 20th, at which time it presented a fine appearance in the telescope, being composed of several large nuclei with a multitude of small spots and faculæ 100,000 miles long by 75,000 miles wide. A large single spot with a long oblong nucleus followed the large group, appearing on the east limb on October 20th. The large group reappeared at the next revolution but was broken up into fragments and scattered longitudinally over a great extent of the sun's surface. A rather large scattered group of small spots became central on the sun's disk November 30th, from which time until March, 1906, the sun's surface was comparatively free of spots with the exception of a few small ones here and there, although at no time was the sun observed free of spots except on July 27th, 1905. During March and the early part of April, 1906, several scattered and fairly large groups both north and south of the equator were visible, and at the end of year June 30th there were five small groups north of the equator and one south. These spots extended from the eastern limit to the sun's central meridian.

SEISMOLOGICAL OBSERVATIONS.

The Toronto and Victoria Milne Seismographs have been kept in successful operation throughout the year, and some very interesting earth tremors have been recorded. Bromide copies of all important disturbances have been struck off and these, together with a table giving the measurements of all movements small and great, were forwarded to the Seismological Committee of the British Association, London, and to various scientific men interested in Seismological investigation.

There are some forty instruments of a pattern similar to that used in Canada in various countries and the disastrous earthquakes and volcanic eruptions of the past year have given an additional interest to the study of earth movements, as indicated by such instruments.

During the year 102 disturbances, large and small, were recorded at Toronto, and 97 at Victoria. The most important of these occurred on July 9 and 23; January 24 and 31; April 10 and 18. All of these records were caused by violent earthquakes in various parts of the world, but naturally the most interest attaches to the last of the series, as the movement of the pendulums was in response to the tremors and earth billows which originated near San Francisco when that city was destroyed by earthquake. Prints of the seismograms obtained are shown at the end of this report.

THE UNITED STATES WEATHER BUREAU.

In conclusion I desire to place on record my entire appreciation of the very friendly and harmonious relations existing between the Canadian Meteorological Service and the United States Weather Bureau. The exchange of reports continues as heretofore and all communications are characterized by the utmost good will and a most evident desire for mutual co-operation.

All of which is respectfully submitted,

R. F. STUPART,
Director.

APPENDIX A.

Meteorological Service, St. John Observatory,
St. John, N.B., September , 1906.

R. F. Stupart F.R.S.C
Director, Meteorological Service.
Toronto, Ont.

Sir,—I have the honour to present my annual report on the St. John Observatory for the fiscal year ending June 30, 1906.

The routine of meteorological observations, records and reports has been continued without change from my previous report. The electric recording and other instruments are in excellent condition and are giving good service.

The morning weather bulletin has been issued on each week day throughout the year. It is posted in prominent places, distributed through the mails and published by the evening newspapers. The information of weather conditions and the Toronto forecasts contained in the bulletin have become a necessity to mariners, shippers and other business interests affected by weather changes. Much favourable comment from the press and otherwise was made on the reliable forecasts and warnings of dangerous gales during the past stormy season. The forecasts and warnings are also sent locally by telephone and frequent requests for information from mariners and others are received and answered at all seasons.

During the year, observations of standard stars were made with the meridian telescope on 107 nights for determination of the errors and rates of the standard sidereal clocks. The observations, clock comparisons and time exchanges have been registered on the chronograph.

The daily time signals have been regularly transmitted, are well known all over the maritime provinces and continue to be most useful to navigators, railways and the general public. Practically all the time pieces of this section of the Dominion are regulated by our standard clock. The telegraphic connections and standard clock being always available, special signals are frequently requested by navigators for rating their chronometers. Time is also sent by telephone to our local chronometers and watchmakers.

By courtesy of the superintendent of the Western Union Telegraph Company here the usual new year's eve signal was transmitted at 6.00 P.M. on December 31, enabling caretakers of public clocks and others to correct their time pieces.

The time balls at St. John and Halifax have been dropped each week day at 1.00 P.M., 60th Meridian time. The clock in St. John post office lobby, which is connected by wire with one of the mean time clocks, has been hourly corrected throughout the year. I understand it is intended to extend this service to other departmental offices.

On August 23 I inspected the time ball apparatus, clocks and electric connections at Halifax. Some slight change was made in the electric clock connections. The clock at Halifax has been synchronized daily without failure and is doing its work well. To keep a check on this clock a return signal during late afternoon or at night is registered on the chronograph here with our standard clock, the error at most times being inappreciable.

The clock room in basement was completed early in the spring. The inner room is plastered on all sides with asbestos cement, lined with sheathing enamelled white. The clock piers are of brick, capped with sandstone. The outside wall is of brick, leaving about 18 inches of air spaces between the wall and inner room. The Kulberg and Riefler clocks were installed last May. The inner room is kept at an even temperature by means of a Thermostat, Advance Electric Gas burner and pilot light. So far it has been possible to maintain the room within 1 degree of 73 Farh. The glass case of the Riefler clock was hermetically sealed and pressure reduced to 680 mm. by the air pump. Since the temperature has been kept uniform there has been no trouble in maintaining constant pressure in the clock case. This fine clock is now running with almost perfect accuracy. Both clocks are connected by cable with the switch board and chronograph in the office upstairs.

I have the honour to be, sir,
Your obedient servant,

D. L. HUTCHINSON,
Director, St. John Observatory.

APPENDIX B.

QUEBEC OBSERVATORY,
QUEBEC, August, 1906.

The Director,
Meteorological Service, Toronto.

SIR,—

I have the honour to transmit my annual report for the fiscal year ending June 30th, 1906.

The time ball on the citadel is in very good working order, and it was dropped daily during navigation season as heretofore.

All the necessary repairs, which I mentioned in my last report, were made during last winter, before the opening of navigation.

At the observatory the two clocks were cleaned and repaired, also the anemograph which was broken.

I continue to perform the duties of my office as in the past, and the instruments are kept in good working order.

I have the honour to be, sir,
Your obedient servant,

ARTHUR SMITH,
Director.

MAGNETIC OBSERVATORY,
TORONTO, September 19, 1906.

LT.COLONEL F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—

I have to report that during the fiscal year ended June 30th, 1906, there has been no change in the equipment of the observatory.

Mr. William Menzies has been continued in immediate charge of the observatory and makes the following general report regarding the routine work.

The regular photographic curves of declination, horizontal force and basement temperatures have been maintained throughout the year without other loss than twelve hours of the Bifilar curve which was occasioned by the cylinder not being properly in gear and occurred during my absence in Labrador. These curves have been measured at hourly intervals and at times of the greatest excursion the results tabulated, meaned and reduced to absolute values in C.G.S. units for publication.

The absolute observations of declination, inclination and horizontal force have been taken at stated intervals and results compared with the photographic curves and scale readings of the differential instruments in the usual manner. Special magnetic data and copies of curves have been furnished to directors of foreign observatories and other correspondents, as may have been requested by them. Accurate times have been assured by weekly time exchanges with Toronto observatory.

The usual meteorological observations consisting of maximum, minimum and incidental readings of temperature, anemographic records of wind velocities and directions, measurements of rainfall, state of weather, &c., &c., have been regularly taken.

It having been deemed advisable that magnetic and meteorological records should be obtained at the solar eclipse station at Northwest river, Labrador, both during and prior to the time of totality, application was made to the Dominion Government for permission that an observer with the necessary instruments should accompany the expedition which was to be fitted out under the direction of Dr. W. F. King, the chief Dominion astronomer. The Honourable the Minister of Marine and Fisheries having granted the necessary authority, and Dr. King having accepted the assistance offered, I deputed Mr. William Menzies to accompany the expedition. It was deemed altogether expedient that the various instruments used should be self-recording and should be as follows: A declinometer to show the variations in the declination of the magnetic needle; a Bifilar magnetometer to register the changes in the horizontal component of the earth's magnetism; also a barograph and a thermograph.

In order that the magnetic instruments should record photographically, it was necessary to provide a dark shelter for them, and Mr. Menzies undertook the construction of a suitable shelter and the various mechanical contrivances necessary for adapting our instruments to the peculiar circumstances. Scale values and details of instrumental adjustment were determined by myself. A full description of the shelter and the installation of the various instruments may be found in 'The Transactions of the Royal Astronomical Society of Canada for the year 1905.' Although the sun was obscured during the time of the eclipse and a very pronounced magnetic disturbance made it impossible to detect any eclipse effect on the movements of the magnets, the magnetical records obtained in this northern station during an interval of fourteen days are a valuable contribution to the science of terrestrial magnetism.

Respectfully submitted,

R. F. STUPART,
Director.

APPENDIX No. 5.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION.

Chairman's Office,
Ottawa, November 1, 1906.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to submit the annual report of the working of the Steamboat Inspection Service for the year ending June 30, 1906.

It represents the general work of the service during the time stated, giving the number of steamboats inspected in the several divisions and their gross tonnage, with the amount of dues collected from steamers employed in the carriage of passengers between Canadian ports, but registered elsewhere than in Canada, together with the fees received for engineer examinations, the names of the candidates, and their grade of certificate.

In addition to the steamboats inspected at the port of Montreal, the ships' tackle and hoisting gear used for the purpose of loading and unloading those vessels to the number of 423, were also inspected by the steamboat inspectors of that port.

Number of steam vessels reported as known by the inspectors of steamboats in the Dominion, for the year ended June 30, 1906, also the number of steamers inspected but not registered in the Dominion for the same date.

Division.	Number of Dominion registered steamers.	Gross tonnage of Dominion registered steamers.	Number of steamers inspected but not registered in the Dominion.	Gross tonnage of steamers inspected but not registered in the Dominion.
Toronto	316	72,390	39	35,044
Collingwood	190	44,885	14	17,907
Kingston	169	24,688	25	1,977
Montreal	194	22,245	2	6,612
Sorel	91	30,304		
Quebec	114	17,636	4	1,967
Nova Scotia	145	28,662	20	35,062
New Brunswick and P. E. Island	149	22,061	8	7,229
British Columbia and Yukon Territory	267	49,141	29	37,701
Manitoba and North-west Territories	170	13,970	1	681
	1,805	325,982	142	144,180

NUMBER of Dominion registered steam vessels inspected and their gross tonnage, with amount of fees collected on account of steamboat inspection, during the year ended June 30, 1906.

DIVISION:	Number of Dominion registered steamers inspected.	Gross tonnage of Dominion registered steamers inspected.	Amount of fees collected on account of steamboat inspection.
			$ cts.
Toronto	282	70,911	138 40
Collingwood	176	43,296	45 68
Kingston	163	24,553	
Montreal	174	22,090	
Sorel	80	29,268	
Quebec	110	16,698	165 36
Nova Scotia	129	28,111	2,160 96
New Brunswick and P. E. Island	139	18,886	60 00
British Columbia and Yukon Territory	234	44,214	879 84
Manitoba and North-west Territories	116	10,793	
Engineer certificates	....	....	1,012 00
Total	1,603	308,820	4,462 24

BOARD MEETINGS.

April 6, 1906.—A meeting of the Board of Steamboat Inspection composed of Messrs. Dodds, McKean, Stewart, Thompson, Evans, Davis and the Chairman was convened at Toronto to deal with the question of conditions arising, due to the modern steel steamer engaged chiefly in the carriage of freight and carrying a limited number of passengers. To meet these conditions amendments were recommended to the rules relating to the boats to be carried and also the pumps necessary for fire protection.

Rules were also recommended for computing the allowable working pressure on machine made furnaces of the bulb type. These rules were approved by the Governor-in-Council on May 10, 1906, and came in force May 19, 1906.

The question of amending Section I of the rules so as to allow the Inspector discretion in applying the hydrostatic test on boilers was suggested to the Department. This question was submitted to the Board for their consideration, and the unanimous decision was that no such departure or change in the mode of inspecting from that as required by the present rules could be recommended in the interest of public safety.

Prosecutions with penalties enforced for violation of the Steamboat Inspection Act.

July 21, 1905.—A complaint was forwarded the Department that a gasoline yacht was employed at Port Burwell in the carriage of passengers, for hire, without holding the necessary certificate of inspection. The matter was referred to the Collector of Customs at that port to examine into, the result being the vessel was seized and a fine of $50 was imposed and received by the Department.

July 25, 1905.—Steamers *Aileen* of Kingston and *Lee* of Brockville were seized by the Inspector of Hulls and Equipment for violation of the law by carrying more passengers than that allowed by her certificate of inspection. The owners were each subjected to a fine of $100.

August 11, 1905.—The department having been informed that the ferry steamer *Argyle* plying at Kenora, Ont., was running without having a licensed engineer in charge, instructions were issued to the Collector of Customs to ascertain the facts and take action, the result of which a penalty of $100 was imposed and a draft for same was received by the Department.

August 17, 1905.—Complaint having been made to the department of steamers running in the vicinity of Lake Massawippi, P.Q., and carrying passengers illegally, the department took steps to verify same by sending an officer to investigate. The result was legal proceedings were taken against the owner of steamer *Pocahontas,* who paid the penalty of $150 on withdrawal of the prosecution.

October 12, 1905.—Complaint was made that the tug *Togo* was carrying passengers on the Spanish River without holding the necessary certificate of inspection. The Collector of Customs was advised of same, whereon the steamer was seized, the captain pleading guilty, a fine of $50 was imposed.

December 19, 1905.—The Collector of Customs at St. John, N.B., imposed a fine of $50 on the steamer *Wilfred C* of Halifax for an infraction of the Steamboat Inspection Act by running without having the necessary certificate of inspection for the current year, which fine was remitted to the department.

July 30, 1906.—A fine of $100 was imposed by the Collector of Customs at St. John, N.B., on the Norwegian steamship *Veritas* for an infraction of the Steamboat Inspection Act, by carrying cargo between two Canadian ports without being inspected; a draft for same was received by the department.

CASUALTIES.

The following are the casualties reported from the several divisions as having occurred during the year ending June 30, 1906.

TORONTO DIVISION.

August 9, 1905.—The steamer *Erin,* of St. Catharines, while passing through the Detroit river, when abreast of Sandwich, broke the connecting rod, the piston carrying away the intermediate head between the high and low pressure cylinders, also the top head flange of high pressure cylinder and throttle valve. The escaping steam from the steam pipe caused the death of the assistant engineer who was on duty at the time.

September 19, 1905.—While the steamer *Melbourne,* of Port Stanley, was lying at the Bay of Quinte entrance to Murray canal, she took fire and was totally destroyed. Cause of fire unknown.

April 30, 1906.—The tug *Clipper,* of Toronto, en route from Midland to French river, sprang a leak when near the Bustard islands and foundered. The crew numbered four, of which only one reached shore in safety. The vessel has been raised and rebuilt and is again in commission.

May 31, 1906.—Steamer *Erin,* of St. Catharines, when about opposite Courtright, on the St. Clair river, was run into by the United States steamer *Jno. B. Cowle,* and instantly sank and three of her crew were drowned. The steamer has been abandoned.

COLLINGWOOD DIVISION.

August 12, 1905.—The screw tug *Gertie C.,* of Toronto, was destroyed by fire at Dyer's bay, Ont. No casualties.

September 5, 1905.—The steamer *Shamrock,* of Collingwood,was in collision with United States steamer *Richardson* near Point aux Pins, which resulted in the sinking of the steamer *Shamrock* and the drowning of the master and engineer. The steamer has since been raised and repaired.

September 12, 1905.—The screw tug *A Seaman,* of Toronto, was burned near Cape Croker. No casualties.

October 2, 1905.—The screw tug *Signal,* of Collingwood, was destroyed by fire near Midland. No casualties.

November 1, 1906.—The fishing tug *Surprise* of Sault Ste. Marie, was burned at Cook's bay. No casualties.

November 17, 1905.—The tug *W. J. Martin,* of Midland, was burned at Twelve Mile bay. No casualties.

KINGSTON DIVISION.

On the night of July 11, 1905, the steamer *Ellen,* while lying at the dock at Cardinal, Ont., took fire, totally destroying her upper works, which were rebuilt immediately. Cause of fire unknown, there being no person on board at the time.

On June 9, 1906, the steamer *Argyle,* while on a trip from Oshawa to Toronto, broke her main crosshead guide, and side link, also bending the piston rod; she was towed to Toronto and repaired. No loss of life occurred.

On the night of June 14, 1906, the steamer *Manita,* while lying at her dock at Bobcaygeon, was partially destroyed by fire. There being no person on board at the time, cause of fire is unknown. The steamer was immediately rebuilt and placed again in commission.

MONTREAL DIVISION.

March 17, 1906.—The steamer *Sovereign,* of Montreal, 637 gross tons, while lying in winter quarters at Lachine, took fire during the night and was totally destroyed. There were a few carpenters working on board during the day, and it is supposed the origin of the fire was through carlessness on their part.

QUEBEC DIVISION.

Casualty returns, nil.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

November 19, 1905.—The steamer *Clifton,* of St. John, N.B., gross tonnage, 138, while lying at Reed's point wharf, Kingston, N.B., caught fire and became a total loss. The fire is supposed to have originated from the furnaces.

March 16, 1906.—The passenger steamer *Beatrice E. Waring,* of St. John, N.B., 593 gross tonnage, while lying at her wharf in winter quarters, caught fire from some unknown cause and was totally destroyed.

May 18, 1906.—The piston rod of steamer *Neptune* broke, due to an old flaw developing where fitted into cross-head, the piston carrying away broke the flange off the top end of the cylinder. A new rod and cylinder were fitted at St. John, N.B.

NOVA SCOTIA DIVISION.

August 18, 1905.—On steamer *Halifax* one of the fore-and-aft stays below furnaces broke without warning, close to inside of the head sheet of port boiler, blowing out the piece attached to nut, allowing the stay to drop down when the stoke hold was filled with boiling water, causing the death of one fireman; the stay, upon examination, showed an old fracture, which was impossible to detect prior to the accident.

December 4, 1905.—The SS. *Lunenburg,* of Lunenburg, N.S., 266 tons gross, while on a voyage between Pictou and Magdalen islands, was stranded on Grindstone island and became a total loss, twelve of the passengers and crew being drowned.

January 9, 1906.—SS. *Richards* of Montreal, 466 tons gross, on a voyage between Hastings and Yarmouth, N.S., was stranded near Cape Blanche and became a total loss. No lives were lost.

March 10, 1906.—SS. *Baines Hawkins,* of Sydney, N.S., 703 tons gross, on a voyage from Port Morien to Halifax collided with ice near Scattarie island and sank shortly after, one of the crew being lost.

April 26, 1906.—The steamer *Havana,* of Windsor, N.S., while lying at anchor after dark in Halifax harbour, was run into by the steamer *Strathcona* and sank in a few minutes, becoming a total loss. No lives were lost.

June 2, 1906.—The steamer *Florence C.,* of Halifax, 39 tons gross, while attempting to enter Tor Bay, N.S., was stranded and became a total loss. No lives lost.

MANITOBA AND NORTHWEST TERRITORIES DIVISION.

October 7, 1905.—The steamer *Monarch,* 113 gross tonnage, while lying at her dock at Rainy River, was partially burned. The machinery has been taken out and boat put out of commission. Cause of fire not known.

August 19, 1905.—Steamer *D. A. Gordon* 148 gross tons, while lying at Canadian Northern dock, Port Arthur, at 4 a.m., caught fire and was partially burned. The machinery has been taken out and hull converted into a barge. Cause of fire unknown.

March 31, 1906.—Steamer *Kaministiquia,* of 150 gross tons, while lying in her winter quarters at Port Arthur, caught fire and was burned to the main deck, at the hour of 11.00 P.M. It is supposed to have been done by tramps taking shelter on board; the boat has since been rebuilt and put into commission again.

BRITISH COLUMBIA AND YUKON TERRITORY DIVISION.

April 4, 1906.—SS. *Selkirk,* of Victoria, B.C., 142 gross tons, stranded on Jones island at 4 A.M. Two days afterwards she filled with water and sank in ten fathoms; she was subsequently raised, brought to Victoria and put in a seaworthy condition, after which she again went into commission June 30.

The stern-wheel steamer *Cheam,* of New Westminster, B.C., 286 gross tons, employed in towing on the upper Fraser river, was wrecked by running on a snag. The water was falling at the time, the result of which the vessel broke in two.

I am, sir, your obedient servant,

E. ADAMS,
Chairman Board of Steamboat Inspection.

APPENDIX No. 6.

ANNUAL REPORT OF THE SIGNAL SERVICE, 1905-06.

REPORT received from Mr. J. U. Gregory, Agent, Department of Marine and Fisheries relating to the Signal Service for the year ending June 30, 1905.

OFFICE OF THE SUPERINTENDENT,
QUEBEC, November 14, 1906.

As in previous years, reports have been received from the different signal stations in the river and gulf of St. Lawrence, recording the weather, wind and condition, location and movement of the ice during the winter and spring months, and during the season of navigation all inward and outward bound vessels, as signalled when passing each station. These reports have been distributed to the Boards of Trade at Montreal and Quebec, and to the Chamber of Commerce at Halifax, also to the press of Montreal and Quebec, to the agent of the Department of Marine and Fisheries at Quebec, Custom House, Immigration Department, steamship agents, tug owners, pilots, Lloyds' agents and a great many others. The superintendent of the quarantine station at Grosse Isle is also supplied with full information as to weather and wind, and the incoming of all transatlantic or foreign vessels, and the quarantine doctor at Rimouski with reports of the incoming mail steamers, names of stations and hours of passing same. Information was also supplied from this office, as in past seasons, to the signal agents at Anticosti, Magdalen Islands, Meat Cove, Cape Ray and Cape Race during April and May in regard to the weather, wind, and condition and movement of the ice in the river and gulf of St. Lawrence for the guidance of vessels calling for information. During the first ten days of March the Deputy Minister of Marine at St. Johns, Newfoundland, was supplied with information of the weather, wind and location of ice by the signal agents at Anticosti, Magdalen Islands, Meat Cove, St Paul's Island, Cape Ray and Belle Isle, for the guidance of the Newfoundland sealing fleet.

All vessels showing their distinguishing signals are reported by the different signal stations immediately, and such reports are promptly posted on the bulletin boards of the Great Northwestern Telegraph Company at Quebec and Montreal. The signalling of vessels has been greatly facilitated by the establishment of Marconi wireless telegraph at different points in the river and gulf of St. Lawrence, although the number of vessels fitted with the wireless system is small as yet.

HERBERT S. McGREEVY,
Superintendent of Signal Service.

CITADEL SIGNAL STATION HALIFAX—YEARLY

Year and Month.	British Men of War.			Foreign. Men of War.			1st Class Steamers.			2nd Class Steamers.		
	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.
1905.												
July	.....	.....	.....	.....	.....	.....	18	18	.....	81	81	4
August	.....	.....	.....	.....	.....	.....	22	22	1	85	85	3
September	6	6	.....	.....	.....	.....	33	33	.....	73	73	2
October	.....	.....	.....	.....	.....	.....	24	24	10	88	88	8
November	2	2	.....	.....	.....	.....	36	36	5	72	72	7
December	1	1	.....	.....	.....	.....	42	42	3	69	69	5
1906.												
January	1	1	.....	.....	.....	.....	43	43	1	47	47	2
February	.....	.....	.....	.....	.....	.....	35	35	.....	27	27	2
March	.....	.....	.....	.....	.....	.....	59	59	.....	39	39	2
April	1	1	.....	.....	.....	.....	51	51	2	47	47	3
May	1	1	.....	1	1	.....	30	30	2	57	57	3
June	3	3	.....	.....	.....	.....	40	40	3	73	73	5
Yearly total	15	15	.....	1	1	.....	443	443	27	758	758	46

Halifax, N.S., Aug. 20, 1906.
August 20, 1906.

E. WORTHINGTON, *Sergt. R.C.R.*,
Assistant Director of Signals.

REGISTER OF SHIPPING AS PER RECORD FOLIOS.

Ships and Barques.			Barquentines.			Brigs.			Brigantines.			Schooners, 3-Masted and Bearing Private Signals.			Monthly Totals.		
Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.	Reported.	Arrived.	Passed.
1	1	......	2	2	....	....	....	....	....	....	....	7	7	......	109	109	4
1	1	......	4	4	....	1	1	....	2	2	....	5	5	......	120	120	4
......	......	......	....	....	....	....	....	....	....	....	....	6	6	......	118	118	2
2	2	......	2	2	1	1	1	....	....	....	....	5	5	......	122	122	19
1	1	......	1	1	....	....	....	....	....	....	....	7	7	......	119	119	12
......	......	......	1	1	....	....	....	....	1	1	....	2	2	......	116	116	8
......	......	......	1	1	....	....	....	....	1	1	....	1	1	......	94	94	3
......	......	......	....	....	....	1	1	....	....	....	....	2	2	......	65	65	2
......	......	......	....	....	....	2	2	....	....	....	....	4	4	......	104	104	2
......	......	......	2	2	....	1	1	....	....	....	....	3	3	......	105	105	5
......	......	......	1	1	....	....	....	....	2	2	....	8	8	......	110	110	5
3	3	......	1	1	....	....	....	....	1	1	....	9	9	......	130	130	8
8	8	......	15	15	....	7	7	....	6	6	....	59	59	......	1,312	1,312	74

J. S. SHARPE, *Lt. R.C.E.*,
D.O.EC.

APPENDIX No. 7.

REPORT OF MARINE SCHOOLS.

OTTAWA, CANADA, May 21, 1906.

The Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

I have the honour to submit the annual report upon the various marine schools established at the following shipping centres of the Dominion:—

Victoria, B.C.
Kingston, Ont.
Montreal, P.Q.
Quebec, P.Q.
North Sydney, N.S.
Halifax, N.S.
Lunenburg, N.S.
Yarmouth, N.S.
St. John, N.B.

The establishing of marine schools where seafaring men could gather more knowledge about the various subjects pertaining to this calling, was first instituted during the winter of 1903-4, when schools at the following places were opened:—Victoria, Halifax, St. John and Yarmouth. During the season of 1904-5, the number of schools were not increased, as the idea was still in its infancy.

Owing to the encouragement received, the department determined to open schools at Kingston, Montreal, Quebec, North Sydney and Lunenburg; all these schools were well attended, particularly at Kingston and Quebec.

The programme of subjects discussed was uniformed and based upon the system which had been followed at the marine school at Montreal, when under the auspices of the Société St. Jean Baptiste. Each school has been supplied with the most necessary objects for demonstration, but owing to the short notice which was given me to control these schools, the complement of furnishings has not yet been supplied. The lecturers at these schools are, but with one exception, the examiners of masters and mates, who are fully qualified to discuss maritime affairs.

During this season's lectures, special attention has been paid to the explanation of the 'rule of the road' and the deviation and correction of compass, which are the most important technical subjects of a navigator's education.

These schools have been extremely beneficial, especially to our sailors navigating fresh waters; they are also appreciated by foreign-going navigators, but not to such an extent as in the case of fresh water sailors; explanations of the various subjects are necessarily of an elementary nature.

The schools were not established for the purpose of preparing or coaching candidates for the various examinations, but to give those who follow or intend to follow the sea an insight into the various technical subjects which come under the heading of seamanship.

The teaching given at these schools will tend to raise the efficiency of our inland navigators to a satisfactory degree and I fully anticipate similar results with deep water navigators.

A statement showing the amount of attendance is herewith attached. It will be seen by the statement that the total attendance was 3,954 persons, which is certainly encouraging and in view of the results already achieved, I would recommend that schools be opened at the following places:—Toronto. Vancouver, Charlottetown or Pictou; Windsor or Sarnia; and Goderich or Collingwood.

ATTENDANCE.

Schools.	Lecturers.	No. of Lectures.	Min.	Max.	Average.	Total Attendance.
Victoria, B.C.	Capt. Jas. Gaudin	25	3	13	7	172
Kingston, Ont.	Capt. T. Donnelly	31	20	112	68	2,108
Montreal, P.Q.	Capt. J. J. Riley	38	1	15	7	240
Quebec, P.Q.	W. Seaton, Esq.	16	17	34	26	408
N. Sydney, N.S.	Cap. J. Sutherland	30	5	17	10	288
Halifax, N.S.	Commander E. B. Tinling	25	3	23	13	308
Yarmouth, N.S.	Cap. J. E. Murphy	28	1	19	10	258
St. John, N.B.	Capt. R. C. Cole	21	2	9	9	172
Lunenburg, N.S.	Capt. H. Hebb		No	data avail	able.	

L. A. DEMERS,
Superintendent of Marine Schools.

APPENDIX No. 8.

GENERAL Summary of Expenditure for Fiscal Year 1905-6.

Service.	Amount.	Total.
	$ cts.	$ cts
Ocean and River—		
Maintenance and repairs to Dominion steamers	587,885 89	
Examination of masters and mates	7,068 15	
Rewards for saving life, &c	11,991 43	
Investigations into wrecks	7,476 07	
Schools for navigation	5,036 29	
Naval militia	9,135 87	
Registry of shipping	1,800 00	
Removal of obstructions in navigable rivers	4,967 18	
Tidal service	28,047 77	
Winter mail service	16,680 58	
Marine biological station	2,914 03	
Cattle inspection	3,335 52	
Wrecking plant, St. Lawrence River and British Columbia	25,000 00	
Hudson's Bay	77,707 52	
Hudson's Bay patrol boats	55,000 00	
Ice-braeking steamers	164,414 93	
Unforeseen expenses	3,765 17	
A. Shaw	39 33	
		1,012,265 73
Lighthouse and Coast—		
Salaries and allowances of light-keepers	262,403 64	
Agencies, rents and contingencies	29,739 50	
Maintanance and repairs to lights	531,920 43	
Repairs to lightships	23,560 00	
Construction and apparatus including Lake St. Peter	1,605,778 59	
Signal service	8,184 39	
Marconi stations	83,033 87	
Submarine signal apparatus	50,547 60	
Administration of pilotage	12,066 42	
Repairs to wharfs	2,960 47	
Salaries of temporary clerks	19,947 01	
Parry Sound buoy depot	11,711 17	
Compensation to families *re* explosion of gas buoys	38,686 49	
Wates system, Partridge Island	2,957 37	
		2,688,496 95
Scientific Institutions & Hydrographic Surveys—		
Magnetic observatory, Toronto	2,872 96	
" " Montreal	500 00	
Meteorological service	99,719 52	
Hydrographic surveys	120,349 69	
" " str. *Atlantic coast*	45,500 00	
" " str. *Pacific coast*	370 01	
		269,312 18
Ship channel		587,957 51
New dredge No. 15	150,001 32	
" *"Galveston"*	159,847 89	
		309,849 21
Marine hospitals and sick seamen	50,120 42	
Shipwrecked and distressed seamen	598 91	
		50,719 33
Steamboat inspection		37,590 22
Parliamentary returns		485 11
John Bart, gratuity *re* accident on *"Lansdowne"*	200 00	
John Beattie, for damages to property by hydrographic survey engineers	50 00	
Widow late N. Lavoie	166 66	
Parents late E. Richard	200 00	
		616 66
Total, Marine Branch		4,957.292 90

APPENDIX No. 8.—General Summary of Expenditure for Fiscal Year 1905-6—*Concluded.*

Service.	Amount.	Total.
	$ cts.	$ cts.
Civil Government, salaries	88,453 31	
" contingencies	19,506 45	
		107,959 76
Total, Fisheries Branch		968,375 09
Grand Total of Expenditure		6,033,627 75

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

A. W. OWEN,
Accountant.

STATEMENT of Expenditure by the Marine Department

—	1868.	1869.	1870.	1871.
	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of lights—				
Above Montreal	40,561 28	42,306 69	46,289 05	44,054 01
Montreal District	23,053 56	25,762 54	21,669 49	22,453 52
Below Quebec	45,615 35	41,651 73	43,730 61	31,582 75
Nova Scotia	46,460 72	56,394 88	43,682 86	76,230 77
New Brunswick	20,488 00	23,893 00	27,485 14	20,542 29
Prince Edward Island				
British Columbia				
Construction—				
Above Montreal	3,136 15		2,976 83	8,770 55
Quebec	7,323 75	7,492 59	1,543 06	
Nova Scotia	22,041 42	6,905 80	18,967 23	10,948 31
New Brunswick			11,555 91	8,735 73
Prince Edward Island				
British Columbia				
Dominion Steamers—				
Quebec	69,026 73	37,176 02	34,549 49	59,797 05
Nova Scotia	14,778 92	26,603 94	19,759 96	13,139 86
New Brunswick				
Prince Edward Island				
British Columbia				
Examination of masters and mates			908 12	1,407 66
Hudson Bay expedition				
Investigation into wrecks			140 00	
Marine Hospital, Quebec	19,977 36	19,221 45	21,618 73	19,823 18
Marine Hospitals	1,070 86	15,615 71	15,652 62	15,728 93
Meteorological service	8,200 00	8,950 00	8,950 00	9,370 82
Registration of Canadian Shipping				
Removal of obstructions			2,350 07	1,000 00
Rewards for saving life				
Signal service				
Steamboat inspection	7,106 93	7,999 00	7,396 96	8,321 00
Survey, Georgian Bay				
Water Police, Montreal	27,445 35	10,238 71	9,323 31	8,030 00
Water Police, Quebec		12,633 59	9,038 62	9,379 73
Civil Government	15,083 88	18,064 25	19,401 05	20,220 96
Steam communication—				
Between Quebec and Maritime Provinces				
Between Prince Edward Island and Mainland				
Purchase of steamers to replace—				
Glendon				
Lady Head				
Winter mail service, Prince Edward Island				
Tidal observations				
Gratuities				
Survey, Burrard Inlet				
Export cattle trade				
	371,070 56	360,899 90	36,212 91	389,537 12

from Confederation to June 30, 1906.

1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
$ cts.	$ cts.	$ cts.	8 cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
57,609 16	61,036 47	60,798 75	71,937 18	68,344 18	65,421 00	73,175 11	'74,587 78	65,518 61
22,369 00	31,143 14	20,939 13	15,000 00	12,999 48	15,998 00	15,996 00	14,917 95	16,523 88
41,936 00	65,645 00	102,056 09	110,362 00	98,792 93	89,980 41	96,904 00	93,178 61	96,703 87
67,806 24	100,953 80	114,711 91	114,344 51	143,125 56	128,496 00	132,888 95	120,951 33	116,189 60
23,369 12	29,266 85	53,439 04	60,119 02	62,551 61	50,998 00	58,989 00	57,499 02	61,252 82
....	....	3,357 71	12,584 64	13,730 53	11,817 00	16,986 66	12,158 72	15,288 17
....	13,207 09	18,519 50	15,983 72	17,175 97	15,853 00	18,948 78	15,152 73	15,576 99
6,940 45	18,999 38	24,461 86	14,286 65	13,320 40	16,267 98	7,207 96	11,993 75	13,297 81
57,818 35	39,303 87	41,950 82	19,325 00	24,336 47	12,945 29	12,776 47	4,154 58	7,797 75
34,760 12	90,181 79	51,867 94	43,898 63	42,214 55	25,550 00	13,500 00	17,386 97	7,069 01
9,561 14	16,691 06	31,572 60	8,842 97	17,819 85	7,083 82	12,028 13	22,598 14	4,985 53
....	....	....	....	11,829 61	17,752 00	2,504 47	2,560 88	6,074 50
....	....	4,353 93	8,799 07	8,477 67	29 66	....	....	....
47,500 00	51,758 05	64,490 00	79,043 70	62,971 49	49,987 66	42,683 00	44,972 79	49,318 93
20,999 63	24,999 57	30,008 99	22,992 62	133,826 08	38,739 39	43,027 00	42,016 53	49,438 93
....	....	....	....	....	....	....	....	....
....	....	....	....	16,241 26	61,782 63	28,933 63	16,332 05	14,429 52
12,115 96	15,984 72	10,555 67	41,796 74	10,156 56	16,095 90	12,193 40	7,460 68	9,733 34
4,312 07	6,466 18	4,520,19	5,696 62	4,672 08	4,050 00	4,249 76	4 250 12	4,253 43
....	....	....	....	....	....	....	....	....
874 00	1,068 89	2,313 31	366 00	466 41	342 65	500 00	1,691 00	676 73
21,000 00	21,000 00	20,456 45	21,994 75	23,795 85	19,965 97	19,987 50	20,791 77	12,991 23
53,536 16	27,150 43	45,986 87	37,111 67	37,155 72	42,449 55	37,487 10	37,445 57	35,040 00
12,618 15	18,830 54	36,700 59	33,580 00	45,560 03	44,871 38	46,050 24	45,706 13	45,554 51
....	....	272 30	1,096 46	412 06	842 14	1,435 10	239 26	257 75
....	....	....	450 00	....	203 00	462 00	305 86	825 00
2,284 32	1,975 13	4,931 78	3,552 86	2,292 20	1,958 55	4,071 00	2,533 10	2,263 15
....	....	1,000 00	....	....	....	....	....	....
8,500 00	13,266 00	10,291 58	12,200 00	13,081 86	13,073 01	13,228 38	13,076 46	11,854 34
....	....	....	....	....	....	....	....	....
10,000 00	14,453 87	12,370 86	13,395 00	14,090 00	13,524 29	14,062 00	13,462 74	13,131 06
10,348 00	18,200 00	26,526 66	24,500 00	27,136 68	21,482 08	23,498 06	23,023 26	22,094 48
22,644 52	25,336 04	30,087 23	31,326 18	32,789 18	32,304 12	32,682 05	36,610 19	35,083 95
....	....	15,000 00	10,000 00	10,000 00	....	....	....	....
....	....	....	....	750 00				
....	....	....	....	....	....	....	....	....
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....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....
518,958 49	706,817 92	845,150 90	844,586 09	970,146 27	820,054 38	786,156 23	755,359 47	723,360 89

STATEMENT of Expenditure by the Marine Department

——	1881.	1882.	1883.
	$ cts.	$ cts.	$ cts.
Maintenance of lights—			
Above Montreal	65,541 21	71,048 50	70,116 68
Montreal District	14,326 36	21,643 05	22,260 32
Below Quebec	89,781 29	91,098 66	102,784 99
Nova Scotia	128,918 59	137,846 15	150,793 17
New Brunswick	63,921 90	66,073 00	75,946 92
Prince Edward Island	12,997 36	16,985 72	17,907 27
British Columbia	17,570 72	17,803 00	18,349 06
Cape Race	....	....	....
Construction—			
Above Montreal	14,180 02	13,581 00	9,782 27
Quebec	7,539 76	3,731 31	9,672 55
Nova Scotia	7,757 52	13,355 00	9,422 70
New Brunswick	4,578 52	2,253 80	1,022 57
Prince Edward Island	8,150 06	3,092 00	1,934 49
British Columbia	8,655 39	3,237 90	1,005 26
Queen's Printer	....	....	....
Dominion steamers—			
Quebec	64,973 00	44,923 98	45,156 13
Nova Scotia	36,700 00	31,049 74	37,841 07
New Brunswick	....	....	....
Prince Edward Island	15,139 95	23,911 97	19,680 00
British Columbia	11,788 09	8,504 61	25,484 00
Department	....	....	....
Examination of masters and mates	3,888 41	3,981 00	4,021 20
Hudson's Bay expedition	....	....	....
Investigation into wrecks	310 48	863 19	875 64
Marine Hospital, Quebec	19,964 33	19,938 12	19,998 53
Marine hospitals	32,218 94	33,162 45	29,880 78
Meteorological service	46,163 54	47,464 07	51,990 25
Registration of Canadian shipping	607 43	2,013 28	168 84
Removal of obstruction	150 00	1,116 51	35 80
Rewards for saving life	1,806 13	2,212 00	2,534 60
Signal service	....	....	3,365 33
Steamboat inspection	12,211 65	14,835 00	16,209 00
Hydrographic surveys	....	....	77 81
Water Police, Montreal	21,953 26	21,994 74	15,798 24
Water Police, Quebec	13,497 81	20,221 82	22,520 41
Civil Government	36,447 50	36,789 46	37,988 39
Steam communication—			
Between Quebec and Maritime Provinces	....	....	....
Between Prince Edward Island and Mainland	....	....	....
Repairs to wharfs	....	....	....
Purchase of steamers to replace—			
Stanley	....	....	399 55
Glendon	....	....	....
Lady Head	....	....	....
Winter mail service, Prince Edward Island	....	....	....
Tidal observations	....	....	....
Gratuities	....	....	....
Survey, Burrard Inlet	....	....	....
Export cattle trade	....	....	....
Survey, Bay of Quinte	....	....	....
Relief of distressed Canadians	....	....	....
Manning ships	....	....	....
Widow of late A. Warren	....	....	....
McDonald Bros	....	....	....
Parliamentary returns	....	....	....
Investigating effect of Chicago drainage canal	....	....	....
John McDonald	....	....	....
Longitude, Montreal	....	....	....
Marine biological station	....	....	....
	761,730 62	774 831 53	825,010 82

from Confederation to June 30, 1906—*Continued.*

1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
70,788 27	70,697 89	85,713 98	75,690 74	85,588 70	72,721 23	84,035 65	93,180 72
22,946 43	23,262 94	33,289 28	16,735 49	17,510 17	12,285 79	118,750 70	122,471 89
101,302 35	118,856 94	131,095 29	131,540 80	108,278 67	112,690 20		
142,909 72	137,439 40	143,153 24	117,708 53	133,009 92	140,197 15	139,459 56	139,916 83
86,670 70	92,130 28	76,046 63	96,425 28	73,465 49	78,285 79	61,608 91	61,089 31
19,059 62	20,218 83	22,282 52	17,852 13	14,796 62	19,118 51	16,968 80	19,000 46
18,107 54	15,497 76	14,783 75	16,230 43	19,604 63	16,877 12	16,411 49	19,595 22
....	....	....	4,453 25	5,124 20	7,358 01	....	....
18,432 63	27,977 42	36,678 16	18,383 20	6,341 97	8,623 76	23,863 09	9,796 28
3,168 48	4,354 87	5,877 84	1,260 00	2,287 86	12,203 06		3,723 14
12,489 35	4,352 42	5,905 17	5,330 89	5,533 48	6,039 91		4,596 94
2,868 70	7,667 42	2,421 66	5,280 75	1,542 61	2,966 36		208 16
2,158 60	879 40	....	384 60	....	....		410 00
2,830 38	5,223 11	4,942 70	321 84	5,918 00	1,890 00		14,417 25
....	....	....	26 58	....	40 14		....
43,019 13	51,092 98	51,485 03	50,714 52	150,659 19	126,629 33	114,956 20	111,437 03
27,726 60	42,921 27	30,283 27	32,287 10				
....	....	24,633 26	14,337 23				
19,539 52	33,962 54	20,927 58	19,987 67				
16,111 83	12,485 07	13,430 69	10,809 07				
....	....	....	13,288 83				
5,580 79	6,656 44	5,239 28	4,858 98	5,063 96	4,381 04	4,177 83	4,255 24
480 69	71,374 69	35,217 10	14,762 61	165 00	....	....	....
830 12	385 15	592 63	520 14	513 91	516 67	888 94	1,172 77
19,990 34	19,996 68	16,047 95	19,706 96	18,777 62	18,643 14	10,279 08	751 75
31,401 30	45,371 29	32,229 02	32,545 35	30,667 67	33,089 20	31,450 03	33,303 37
56,418 16	56,625 40	56,898 33	57,140 74	59,986 10	58,577 07	58,452 10	62,457 10
189 27	237 88	157 13	233 13	897 02	179 21	647 52	1,207 07
342 76	2,259 21	1,237 34	4,190 83	2,500 94	3,603 65	5,737 26	3,633 65
2,614 91	5,221 15	8,147 22	7,363 94	6,825 48	5,503 44	8,150 92	4,952 20
6,704 17	3,881 05	4,622 00	5,082 17	4,441 59	5,092 54	4,976 80	4,700 79
21,893 28	23,235 04	21,775 57	22,847 57	21,430 45	22,213 03	20,989 52	22,183 76
26,745 54	20,454 68	17,759 36	21,592 55	19,424 14	17,808 46	17,969 23	17,677 51
19,021 93	17,683 59	20,933 75	17,413 47	18,725 95	16,948 82	13,164 00	573 80
22,958 79	20,399 33	22,922 82	22,935 65	18,553 57	14,698 68	8,620 61	7,279 85
38,775 00	29,900 83	30,453 57	37,193 62	32,728 78	43,501 96	42,835 78	42,253 67
....	....	....	....	....	....	....	....
....	....	....	....	....	143,505 60	....	....
....	....	....	....	....	....	....	....
56,164 71	47,238 03	....	....	....	....	....	....
....	....	....	....	....	....	....	....
....	....	5,985 42	6,312 93	....	....	....	....
....	....	....	....	7,740 25	1,842 47	2,752 67	7,012 70
....	....	....	....	....	....	244 75	1,888 71
....	....	....	....	....	200 00	80 00	1,025 00
....	....	....	....	....	....	....	1,690 12
....	....	....	....	....	....	....	520 85
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927,241 61	1,129,901 14	980,120 59	917,557 31	883,250 85	1,023,801 34	807,417 53	885,410 11

STATEMENT of Expenditure by the Marine Department

—	1892.	1893.	1894.	1895.	1896.	1897.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of lights—						
Above Montreal	87,033 61	87.598 15	78,090 69	82,541 16	82,256 28	80.961 06
Montreal District						
Below Quebec	116,531 27	120,404 19	124,348 80	124,763 81	124,143 66	126,186 00
Nova Scotia	148,815 26	150,445 26	137,339 73	140,977 53	123,234 65	124,671 19
New Brunswick	66,886 69	71,079 46	59,917 96	69,654 46	63,018 64	56,771 02
Prince Edward Island	17,069 98	16,819 64	15,569 39	17,976 67	17,988 15	16,429 23
British Columbia	26 858 68	24,413 27	27,240 77	21,734 18	24,770 44	25,679 52
General account						
Construction—						
Above Montreal	21,704 05	8,766 62	12,581 15	2,699 40	11,993 84	9,527 84
Quebec	809 27	10,097 18	4,743 13	3,004 14	3,300 30	296 26
Nova Scotia	1,965 16	4,381 24	3,104 77	4,737 03	1,842 94	61 71
New Brunswick	1,845 35	1,271 15	115 45	1,597 80	200 00	1 60
Prince Edward Island	1 56	2,958 61	1,604 00			452 90
British Columbia	9,478 81		6,356 43	180 83	225 50	569 99
Lake St. Peter						
New dredge						
Dominion steamers—						
Quebec Nova Scotia New Brunswick Prince Edward Island British Columbia	145,899 61	163,097 46	178,183 97	169,661 64	145,315 28	136,940 11
Naval Schools						
Examinations of masters & mates	6,363 88	4,116 99	3,745 33	2,757 29	4,062 82	3,536 29
Hudson's Bay expeditoin						19,091 32
Investigation into wrecks	603 21	643 49	850 81	351 15	483 98	565 25
Lighthouse depot, Georgian Bay						
Marine hospitals	34,106 83	35,757 07	38,403 94	38,589 05	36,682 96	37,984 71
Meterological service	67,138 06	64,165 60	66,440 96	64,588 34	66,600 29	67,397 71
Registration of Canadian shipping	462 59	1,476 19	394 00	207 40	517 60	531 55
Removal of obstructions	2,878 68	1,554 53	202 02	2,217 36	456 38	631 86
Rewards for saving life	6,398 93	7,432 64	8,014 67	6,591 34	8,004 38	5,955 19
Signal service	5,014 42	5,040 58	4,668 93	5,311 54	5,338 76	5,986 12
Steamboat inspection	22,736 59	24,386 95	25,961 36	26,385 88	26,321 27	26,837 83
Hydrographic surveys	16,451 10	17,542 11	31,461 76	12,653 28	15,099 63	12,352 99
Ship channel	6,161 60	5,436 23				
Civil Government	43,195 31	56,477 23	54,988 88	71,373 82		74,801 37
Repairs to wharfs		84 90	1,007 67	824 38	2,644 69	1,795 56
Purchase of Steamer *Minto*						
Winter mail service, P.E.I.	3,309 44	4,376 96	6,497 03	6,138 18	7,779 69	21,931 05
Tidal observations	711 59	5,099 17	10,172 61	11,507 24	9,627 45	13,166 20
Gratuities			3,261 32			
Survey, Burrard Inlet	2,580 45					
Export cattle trade	1,411 57	1,711 73	1,350 83	2,268 74	2,887 24	
Survey, Bay of Quinte		2,085 45				
Relief of distressed Canadians				7 30		
Parliamentary returns					291 08	
Invest. effect Chicago drain canal					2,500 00	
John Macdonald					200 00	
Unforeseen expenses						
Marine biological station						
New life-saving station, Long Pt.						
Salaries temporary clerks						
Steamer to replace *Bayfield*						
Observatory, Sulphur Mountain						
Charles Morrison						
Montreal Pilotage Comrs						
" Wireless telegraphy						
Purchase land for wharf at Halifax, N.S.						
Purchase land for wharf at Charlottetown, P.E.I.						
Schools for navigation						
Naval Militia						
Cattle inspection						
Wrecking plant						
Ice breaking steamers						
S. Shaw						
Salaries, lightkeepers						
Agencies, rents, &c						
Maintenance and repairs						
Repairs to lightships						
Construction and apparatus						
Submarine signal apparatus						
Administration of Pilotage						
Parry Sound Buoy Depot						

from Confederation, June 30, 1906—*Continued.*

1898	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
87,841 22	92,751 23	82,810 92	93,708 16	92,195 52	117,896 37	154,194 26	244,960 38	....
116,279 88	136,134 79	122,112 42	132,147 88	154,839 06	148,302 34	170,554 10	273,865 74	....
126,386 00	65,072 35	122,414 86	142,359 01	149,572 14	142,725 69	164,339 92	204,157 27	....
67,369 98	128,674 15	52,491 93	65,247 80	69,133 51	73,410 65	79,464 50	121,289 44	....
18,112 93	20,569 81	42 878 40	28,031 85	24,223 73	25,575 33	25,603 09	36,760 32	....
26,862 03	29,530 20	33,545 95	31,938 25	35,119 03	35,758 43	39,068 34	55,976 59	....
....	....	....	....	46 75	....	....	....	....
6,867 69	3,729 62	7,094 64	12,499 99	158,714 09	399,487 73	540,675 07	1,447,202 77	....
3,649 90	37,838 80	40,319 03	17,060 13					
4,067 99	3,123 16	4,884 22	12,832 69					
1,423 34	91 49	....	266 34					
1,409 60	616 96	5,586 91	922 00					
6,414 19	19,305 60	....	4,160 74					
....	....	....	660 03	....	....	....	93,938 90	....
....	....	....	....	....	....	....	10,745 36	....
117,644 39	145,270 75	180,430 65	195,484 75	452,526 92	369,813 97	306,171 01	476,907 20	587,885 89
....	....	....	....	....	....	6,106 54	3,123 24	....
3,335 40	3,568 26	3,750 69	3,730 25	3,305 59	4,968 36	7,761 17	5,884 74	7,068 15
27,050 66	....	....	....	....	....	178,638 94	236,469 12	132,707 52
312 77	982 17	773 06	1,022 65	1,824 55	1,367 45	3,570 28	5,111 34	7,476 07
....	....	....	....	....	....	....	12,000 00	....
38,162 56	37,353 29	37,743 30	36,008 75	51,827 13	48,750 15	50,301 78	51,731 56	50,120 42
64,135 71	73,148 05	76,692 42	74,082 76	80,147 46	87,293 00	90,306 99	98,820 21	99,719 52
818 33	966 48	266 43	546 62	607 23	417 25	1,203 56	1,215 14	1,800 00
704 17	745 49	252 19	1,000 00	1,325 25	682 98	752 60	9,521 68	4,967 15
5,081 40	7,049 09	7,007 97	8,519 92	8,278 55	9,306 25	11,763 12	9,592 91	11,991 43
4,993 88	6,067 90	5,906 83	8,950 17	6,452 56	6,863 75	7,740 01	8,755 44	8,184 39
26,342 29	28,035 49	72,965 72	29,247 59	27,493 80	30,172 09	33,723 12	50,187 75	37,590 22
15,306 66	13,664 97	12,600 98	16,170 20	25,488 64	35,243 97	41,366 95	103,926 98	120,349 69
....	....	....	....	....	....	....	511,171 41	587,957 51
74,644 05	72,833 97	63,331 61	68,776 95	70,246 32	84,442 53	91,985 07	102,735 31	....
1,618 97	....	697 87	1,261 06	2,824 28	1,721 91	1,300 89	1,590 61	2,960 47
....	144,365 26	41,951 88	....	....	....	....	....	....
9,575 31	8,439 70	1,503 70	2,093 93	8,835 86	6,211 28	8,912 57	10,984 74	16,680 58
3,081 45	5,186 35	4,372 18	7,060 20	8,925 33	14,520 00	21,871 71	23,802 24	28,047 77
....	....	....	....	136 85	1,050 00	1,210 00	2,340 00	....
....	....	....	....	....	....	....	....	....
2,499 80	2,737 85	2,762 24	2,746 84	3,321 23	3,026 25	3,504 43	3,300 35	....
....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....
....	....	....	133 32	....	95 10	....	269 20	....
....	....	....	1,659 14	....	....	....	....	....
....	....	....	....	....	....	....	....	....
....	....	3,452 21	2,630 62	3,490 29	4,822 78	3,977 63	2,953 19	3,765 17
....	5,709 10	739 61	1,990 58	1,998 85	2,000 00	2,996 54	2,001 69	2,914 03
....	....	....	....	1,780 52	....	....	....	....
....	....	....	....	2,967 35	6,945 96	11,448 10	15,881 35	19,947 01
....	....	....	....	50,000 00	....	....	....	....
....	....	....	....	55 00	3,167 62	....	....	....
....	....	....	....	223 00	....	....	....	....
....	....	....	....	3,691 69	....	....	....	....
....	....	....	....	....	1,745 23	2,050 00	10,776 51	....
				....	3,528 25	18,847 31	40,785 11	88,033 87
....	....	....	....					
				....	....	15,119 11	....	....
....	....	....	....					
....	....	....	....	....	....	13,000 00	....	....
....	....	....	....	....	....	....	....	5,036 29
....	....	....	....	....	....	....	....	9,135 87
....	....	....	....	....	....	....	....	3,335 52
....	....	....	....	....	....	....	....	25,000 00
....	....	....	....	....	....	....	....	164,414 93
....	....	....	....	....	....	....	....	39 33
....	....	....	....	....	....	....	....	242,403 64
....	....	....	....	....	....	....	....	29,739 50
....	....	....	....	....	....	....	....	531,920 43
....	....	....	....	....	....	....	....	23,560 00
....	....	....	....	....	....	....	....	1,605,778 59
....	....	....	....	....	....	....	....	50,547 60
....	....	....	....	....	....	....	....	12,066 42
....	....	....	....	....	....	....	....	11,711 17

STATEMENT of Expenditure by the Marine Department

—	1892.	1893.	1894.	1895.	1896.	1897.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Compensation *re* explosion of gas buoys						
Water system, Partridge Island						
Observatory, Toronto						
" Montreal						
Hydrographic str., *Atlantic coast*						
" *Pacific coast*						
New dredge, No. 15						
" *Galveston*						
Shipwrecked and distressed seamen						
Parliamentary returns						
Gratuities						
Civil Government, salaries						
" contingencies						

from Confederation to June 30, 1906—*Concluded.*

1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
....	....	....	....	....	....	....	....	38,686 49
....	....	....	....	....	....	....	....	2,957 37
....	....	....	....	....	....	....	....	2,872 96
....	....	....	....	....	....	....	....	500 00
....	....	....	....	....	....	....	....	45,500 00
....	....	....	....	....	....	....	....	370 01
....	....	....	....	....	....	....	....	150,001 32
....	....	....	....	....	....	....	....	159,847 89
....	....	....	....	....	....	....	....	598 91
....	....	....	....	....	....	....	....	485 11
....	....	....	....	....	....	....	....	616 66
....	....	....	....	....	....	....	....	88,453 31
....	....	....	....	....	....	....	....	19,506 45
....	....	....	....	....	....	....	....	5,065,252 66

APPENDIX No. 9.

STATEMENT of Revenue of Marine and Fisheries Department for the Fiscal Year ended June 30, 1906.

Service.	—	Refunds.	Amount.
	$ cts.	$ cts.	$ cts.
Harbours, piers and wharfs			15,493 81
Dominion steamers	24,607 86	1 00	24,606 86
Examinations, masters and mates	5,527 00	1 00	5,526 00
Fines and forfeitures	3,844 00	1,352 51	2,491 49
Steamboat inspection fund			3,592 40
" engineers' certificates			1,012 00
Sick mariners' funds	60,481 82	97 92	60,383 90
Marine registry searches			53 54
Signal station service			2,715 66
Decayed pilotage fund			5,759 51
Pilots Expense account			40 00
Casual revenue sundries	21,289 80	3,489 82	17,799 98
			139,475 15
FISHERIES.			
Ontario			499 15
Quebec	7,576 39	12 00	7,564 39
Nova Scotia	4,939 43	5 00	4,934 43
New Brunswick	11,399 29	3 45	11,395 84
Prince Edward Island			2,206 25
Manitoba	4,160 00	12 00	4,148 00
North-west Territories			864 00
British Columbia	51,582 50	50 00	51,532 50
Yukon			282 00
Alberta			4 97
Hudson Bay			10 00
			83,441 53
Licenses to United States fishing vessels			14,568 16
			98,009 69

RECAPITULATION.

Marine revenue	139,475 15
Fisheries revenue	98,009 69
Total	237,484 84

APPENDIX No. 10.

SICK MARINERS' DUES.

STATEMENT of Sick Mariners' Dues collected for the Fiscal Year ended June 30, 1906.
STATEMENT of Sick Mariners' Dues collected, 1905-6.

	$	cts.
Quebec.		
Gaspé	271	78
Montreal	6,441	90
Paspebiac	195	04
Percé	113	92
Quebec	7,700	28
Rimouski	354	14
St. Armand	20	06
St. Johns	1,591	86
Sorel	23	38
Three Rivers	269	66
Total	16,982	02
New Brunswick.		
Bathurst	129	08
Campbellton	145	84
Chatham	993	42
Dalhousie	775	36
Moncton	991	60
Newcastle	587	84
Sackville	163	94
St. John	7,764	66
St. Stephen	146	74
	11,698	48
Nova Scotia.		
Amherst	414	12
Annapolis	163	02
Antigonish	5	94
Arichat	25	84
Baddeck	22	20
Barrington	18	28
Canso	208	28
Digby	202	78
Halifax	8,277	64
Kentville	30	12
Liverpool	90	90
Nova Scotia—Con.		
Lockeport	12	44
Lunenburg	742	88
North Sydney	1,412	34
Parrsboro'	943	14
Pictou	262	38
Port Hawkesbury	126	34
Port Hood	11	94
Shelburne	120	36
Sydney	3,731	06
Truro	1	98
Weymouth	276	46
Windsor	1,567	50
Yarmouth	561	14
Total	19,229	08
British Columbia.		
Nanaimo	4,027	14
New Westminster	51	88
Vancouver	2,189	94
Victoria	5,945	42
Total	12,214	38
Prince Edward Island.		
Charlottetown	264	38
Summerside	93	48
	357	86
Total	60,481	82
Less Refunds	97	92
Grand total	60,383	90

APPENDIX No. 11.

STATEMENT relating to the Wharfs under the control of the Department on June 30, 1906.

Locality.	Wharfinger.	Date of Appointment of Wharfinger	Remuneration allowed.	Amount deposited to credit of Receiver General.
Ontario.				
Barry's Bay	S. Smith	Aug 25, 1905.	25 p.c. of collections.	119 36
Blind River	James Lachore	Sept. 17, 1903.	25 "	559 81
Bronte	J. J. Wilson	Oct. 26, 1905.	25 "	18 10
Bruce Mines	Wm. Fleming	April 15, 1902.	25	129 52
Cockburn Island	G. McKenzie	May 19, 1903.	25 "	24 40
Echo Bay	R. J. Thomas	Nov. 7, 1905.	25 "	27 35
Goderich	W. Marlton	Feb. 14, 1894.	25 "	365 23
Hilton, St. Joseph Id., Algoma	E. Stubbs	June 20, 1898.	50 "	268 46
Honora	Daniel Hay	Oct. 26, 1905.	25 "	19 61
Kingsville	W. H. Black	Aug. 1, 1902.	25 "	382 41
L'Orignal	E. A. Hall	Mar. 23, 1904.	25 "	316 39
Midland	J. Yates	Oct. 26, 1905.	25 "	51 71
Morpeth	C. Stammers	Aug. 1, 1892.	25 "	
North Bay	P. Kinsella	June 30, 1905.	25 "	7 60
Oshawa	W. T. Henry	Aug. 10, 1904.	25 "	2 00
Pelee Island	W. E. Schulthies.	June 6, 1906.	25 "	147 21
Pembroke	Thos. Anderson	April 29, 1906.	25 "	49 50
Port Finley	M. McLennan	May 10, 1902.	25 "	
Port Rowan	John Collet	May 2, 1898.	25 "	
Richard's Landing, Algoma	R. Armstrong	Mar. 11, 1899.	50 "	255 88
Rondeau	W. R. Fellows.	Dec. 17, 1883.	25 "	50 25
Sault Ste. Marie	Geo. A. Boyd	April 9, 1897.	$142 per month during season of navigation.	1,873 69
Sheguindah	F. G. B. Bradbury	Mar. 10, 1906.	25 p.c. of collections.	152 10
Southampton	Geo. McVittie	Aug. 16, 1895.	25 "	213 21
Summerstown	Under lease			
Thessalon, W. Algoma	D. J. Sandie	April 22, 1902.	25 p.c. of collections.	164 32
Wiarton	Philip Gilbert	Oct. 31, 1902.	25 "	22 50
			Total	5,220 61
Quebec.				
Agnes, Lake Megantic	L. A. Roy	Nov. 27, 1891.	25 p.c. of collections.	
Anse St. Jean	F. Lavoie	Mar. 13, 1 5.	25 "	23 39
Baie St. Paul	Edward Cunningham	Oct. 26, 1905.		12 12
Baie St. Paul, Isloated Block	H. Tremblay	Sept. 4, 1894.	25 p.c. of collections.	
Beauport	D. Giroux.	Nov. 11, 1896.	25 "	
Berthier	Joseph Blais	Nov. 7, 1905.	25 "	54 18
Cap-à-l'Aigle	Adelard Dufour.	May, 11, 1906.	25 "	2 33
Carleton	B. Leclerc	13 June, 1905.	$50 per annum	2 00
Cascades	Moise Leroux	Oct. 20, 1897.	25 p.c. of collections.	
Cedars	J. Reay	April 29, 1898.	25 "	
Chicoutimi	Thomas Tremblay	May 23, 1901.	25 "	47 90
Côteau du Lac	M. St. Amour	Sept. 21, 1896.	50 "	15 32
Côteau Landing	T. Bissionnette	April 30, 1906.	25 "	
Echo Vale, Lake Megantic	D. P. Matheson	May 16, 1894.	25 "	
Esquimaux Point	Vacant			
Grand River	Geo. Beaudin.	Nov. 16, 1896.	25 p.c. of collections.	165 71
Greece's Point	T. Ranger	July 16, 1902.		
Isle aux Grues	Désiré Vezina	June 13, 1904.	25 p.c. collections	0 50
Isle Perrot	Roger Leduc	Oct. 20, 1897.	25 "	
Knowlton's Landing	L. Knowlton	Nov. 26, 1897.	25 "	
Lacolle	R. J. Robinson	Mar. 8, 1894.	25 "	13 31
Les Emboulement	W. Bouchard	May 7, 1906.	25 "	0 08
L'Islet	J. E. Gamache	May 16, 1906.	25 "	
Longueuil	Eusebe Denicourt	May 15 1901.	25 "	22 88
Magog	D. Peters	June 15 1906.	50 "	
Matane	Louis Durette	Aug. 25, 1900.	25 "	282 50
Murray Bay	J. Gagnon	May 16, 1906.	25 "	3 30
New Carlisle	John Chisholm	April 22, 1902.	50 "	34 85
Paspebiac	Olivier Denis	Feb. 16, 1906.	25 "	47 52
Percé	E. Bourget	Mar. 11, 1903.	25 "	193 84
Port Daniel	Geo. McInnis	April 30, 1903	$50 per annum	106 34

STATEMENT relating to the Wharfs, &c.—*Continued.*

Locality.	Wharfinger.	Date of Appointment of Wharfinger	Remuneration allowed.	Amount deposited to credit of Receiver General.
Quebec—Con.				
Port Lewis	M. Stalker	April 16, 1906.	25 p.c. of collections.	
Rimouski	Chas. Lepage	July 24, 1894.	25 "	
Riviere Ouelle	J. Hudon dit Beaulieu.	Nov. 28, 1892.	25 "	
Riviere du Loup	L. J. Puize	Nov. 7, 1905.	$146 per annum	68 90
St. Anicet	S. Dupuis	Sept. 14, 1896.	25 p.c. of collections.	
St. Alphonse de Bagotville.	Abel Tremblay	July 7, 1891.	25 "	36 22
St. Irénée	Geo. Bouchard	Feb. 10, 1903.	25 "	
St. Jean d'Orleans	L. Lachance.	Sept. 26, 1896.	25 "	102 80
St. Jean Port Joli	J. Pelletier	Sept 14, 1896.	25 "	
Ste. Cécile du Bie	Olivier Ouellette	Aug. 24, 1900.	25 "	66 00
St. Laurent d'Orleans	Joachim Godbout	May 11, 1904.	25 "	55 59
St. Nicholas	Under lease		25 "	25 00
St. Thomas de Montmagny	L. L. Dionne	Oct. 22, 1896.	25 "	20 23
St. Zotique	A. Bissionnette	May 7, 1906.	25 "	7 51
Tadousac	A. Gingras	May 29, 1906.	25 "	10 70
Trois Pistoles	D. Damour	May 10, 1895.	25 "	
Valois Point	L. Castonguay	Oct. 20, 1897.	25 "	
Ville Marie	Jules Maillard	Feb. 2, 1899.	25 "	
			Total	1,421 02
Nova Scotia.				
Arisaig	H. R. McAdam	Dec. 30, 1898.	25 p.c. of collections.	
Avonport.	L. F. Fuller	Aug. 15, 1902.	25 "	
Babin's Cove	Alex. Thomas	Oct. 20, 1897.	25 "	3 84
Barrington	J. H. Christie.	Aug. 31, 1896.	25 "	243 25
Bass River	Jotham Fulton	Jan. 6, 1898.	25 "	27 07
Bayfield	Roderick Grant	April 23, 1902.	25 "	
Bear Point	Jacob Small	May 23, 1906.		
Belliveau Cove	St. Clair Therieau	Nov. 24, 1892.	25 p.c. of collections.	100 31
Black Point	J. P. Littlewood	Jan. 8, 1894.	25 "	19 40
Broad Cove	John Teal	June 12, 1893.	25 "	
Broad Cove Marsh	Hugh McDonald	Oct. 19, 1892.	25 "	
Brooklyn	James McLeod	Aug. 3, 1904.		38 67
Brule	Alex. Cracy	Dec. 26, 1898.		0 71
Canada Creek	Henry Dickey	Aug. 12, 1899.	25 p.c. of collections.	6 97
Cape Cove	J. A. Ellis.	May 14, 1897.	25 "	
Centreville	Alfred Ward	May 28, 1897.	25 "	111 25
Chipman's Brook	James Arnold	Nov. 7, 1905.	25 "	
Church Point	Chas. F. Belliveau	Aug. 20, 1892.	25 "	29 55
Cranberry Head	A. Shaw	May 26, 1903.	25 "	
Cribbens Pier, Antigonish Hr.	A. R. Boyd	Oct. 2, 1895.	25 "	
Delap's Cove	R. W. McCaul	Nov. 28, 1889.	25 "	3 67
Descousse (New)	L. N. Poirier	May 31, 1906.	25 "	31 69
Digby	W. W. Hayden	April 20, 1897.	25 "	2,283 87
Eagle Head	Nathan Leslie	Jan. 9, 1899.	25 "	
East Bay	Alex. McGillivray	Aug. 3, 1903.	25 "	
East River, Sheet Harbour	Malcolm McFarlane	May 20, 1890.	25 "	
Grand Narrows, Victoria Co.	F. X. McNeil	Nov. 11, 1896.	25 "	
Grand Narrows, Cape Breton Co.	Neil McNeil	Aug. 6, 1898.	25 "	
Great Village	Vacant			
Granville Centre	Henry Roney	July 6, 1903.	25 p.c. of collections.	49 46
Hall's Harbour	T. A. Neville	Jan. 8, 1897.	25 "	38 74
Hampton	E. B. Foster	May 23, 1904.	25 "	14 42
Hantsport	Vacant			
Harbourville	Isaac Cook	May 28, 1897.	25 p.c. of collections.	13 95
Horton Landing	F. G. Curry	April 30, 1898.	25 "	10 20
Iona, Grand Narrows	F. S. X. McNeil	June 8, 1901.	25 "	
Irish Cove	Malcolm McNeil	June 6, 1902.	25 "	
Isaac's Harbour	T. D. Cook	Jan. 30, 1902.	25 "	2 45
Jordan Bay	John Fredericks	Feb. 20, 1900.	25 "	17 17
Kelly Cove	Jos. B. Huskins.	April 11, 1899.	25 "	
Little Narrows	Vacant			
Lismore	D. A. McKinnon	July 5, 1895.	25 p.c. of collections	
Maitland, Hants Co.	Vacant			
Margaretsville.	C. S. McLean.	May 7, 1897.	25 p.c. of collections	92 02
Meteghan Cove.	H. F. Robicheau.	" 28, 1897.	25 "	94 21
Meteghan River.	D. D'Entremont	" 14, 1897.	25 "	3 08
Militia Point	D. McIntosh	Aug. 20, 1892.	25 "	
Morden	John Redgate	Nov. 16, 1893.	25 "	13 16
Newellton	Arnold Newell	April 23, 1906.	25 "	
Noel	Monson Faulkner	Nov. 7, 1905.	25 "	
Northside Boularderie.	Vacant			
Oak Point (Kingsport)	Rent from Railway Company			200 00
Ogilvie	R. S. Armstrong	May 13, 1901.	25 p.c. of collections	5 10
Parrsboro	Clifford Guilbert			

STATEMENT relating to the Wharfs, &c.—*Continued.*

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
Nova Scotia—Con.				$ cts.
Parsboro'	Clifford Gilbert	June 15, 1906.	25 p.c. of collections	
Parker's Cove	S. Anderson	July 12, 1903.	25 "	80 05
Pickett's Wharf	Freeman A. Eaton	Aug. 2, 1899.	25 "	51 83
Pictou Island	Vacant			
Plymouth	James B. Purdy	Feb. 22, 1902.	25 "	
Plympton	Wm. K. Smith	Aug. 8, 1890.	25 "	
Port Dufferin, Halifax Co.	H. J. Balcom	Feb 17, 1899.	25 "	35 50
Point Brulé	Alex. Craig	Dec. 26, 1898.	25 ""	
Port George	Outhit Douglas	June 26, 1900.	25 "	75 94
Port Greville	Vacant			
Port Hood	Albert Macdonald	May 22, 1900.	25 "	
Port Joli	Jos. S. McAdams	Feb. 5, 1900.	25 "	
Port La Tour	C. D. Cook	Aug. 20, 1904.	25 "	26 86
Port Lorne	Freeman Beardsley	June 22, 1897.	25 "	46 37
Port Maitland. Yarmouth Co.	J. Ellis	Dec. 22, 1896.	25 "	13 27
Port Matoun	Geo. Cook	Oct. 28, 1905.	25 "	9 65
Port Morien	John McAuley	Dec. 10, 1896.	7½ "	515 37
Poulomond	B. Boudrot	June 4, 1906.	25 "	42 19
Riverside	Geo. W. Hawes	Mar. 11, 1902.	25 "	
Salmon River, Digby Co.	J. M. Deveau	Nov. 29, 1890.	25 "	
Saulniersville	John T. Saulnier	Aug. 25, 1888.	25 "	34 27
Shag Harbour	R. Nickerson	Oct. 26, 1905.	25 "	19 45
Swims Point	John F. Duncan	Jan. 23, 1902.	25 "	16 31
Tancook Island	Amos H. Stevens	Mar. 11, 1898.	25 "	
Tidnish	R. A. Smith	Sept. 27, 1901.	25 "	
Tiverton	Jno. Sollows	May 23, 1905.	25 "	12 68
Tracadie	J. M. Hall	Nov 6, 1888.	25 "	
Tusket Wedge	Vacant			
Town Point	J. A. Haley	Aug. 16, 1901.		
Victoria	Amos West	Dec. 4, 1900.	25 p.c. of collections	2 14
Wallace	Vacant..			
Wallace Harbour, South side				
Washabuck Centre	N. P. McLean	Nov 7, 1905.		
West Pubnico	Chas. C. D'Entremont	Mar. 28, 1898.	25 p.c. of collections	7 60
West River, Sheet Harbour	Malcolm McFarlane	Sept 3, 1889.	25 "	
White Point	Elisha West	Jan. 9, 1889.	25 "	
White Waters	A. C. Kennedy	Feb. 3, 1906.	25 "	3 00
Whycocomagh	D. S. Carmichael	Oct. 31, 1903.		138 70
Wolfville	J. L. Franklin	" 22, 1901.		
			Total	4,579 30
New Brunswick.				
Anderson's Hollow	W. C. Anderson	Feb. 13, 1899.	25 p.c. of collections	174 37
Bathurst	Thomas F. Leahy	Sept. 4, 1903.	25 "	
Black River	J. F. McGourty	Oct. 31, 1902.	25 "	3 19
Buctouche	J. J. Leblanc	May 2, 1892.	25 "	16 35
Burnt Church	James Anderson	Feb. 26, 1904.	25 "	
Campbellton	G. E. Asker	May 11, 1904.	25 "	1,010 55
Cape Tormentine	M. B. Riley	June 25, 1905.	25 "	5 65
Caraquet	Henri Friolet	Sept. 11, 1906.	25 "	
Clifton, Stonehaven	S. Payne	Nov. 9, 1894.	25 "	
Cocagne	H. Bourgeois	Aug. 9, 1900.	25 "	2 10
Cole's Point, Dorchester	Edward Cole	" 29, 1903.	25 "	15 00
Dalhousie	W. J. Smith	June 27, 1891.	25 p.c. of collections	123 61
Edgett's Landing	Thos. Barnett	July 5, 1895.	25 "	15 77
Gardner's Creek	Robert Wallace	Dec. 11, 1899.	25 "	
Hopewell Cape	Geo. D. Wilson	April 10, 1899.	25 "	57 92
Kingston	P. Thibodeau	Jan. 31, 1901.	25 "	
Main River, Richibucto	A. S. Murray	June 20, 1906.	25 "	
Neguac	James Martin	Jan. 19, 1905.	25 "	
Quaco	Wellington Vale	Dec. 19, 1899.	25 "	2 75
St. Louis	C. Frigand	Oct. 29, 1895.	25 "	
St. Mary's	M. J. S. Leblanc	Mar. 1, 1897.	25 "	
St. Nicholas River, S. Welford.	John Grant	Sept.. 27, 1904.	25 "	
Tracadie	Prosper Savoy	" 23, 1889.	25 "	14 26
Two Rivers	Wesley Wilbur	Jan. 8, 1894.	25 "	
			Total	2,001 86

STATEMENT relating to the Wharfs, &c.—*Concluded.*

Locality.	Wharfinger.	Date of Appointment of Wharfinger.	Remuneration allowed.	Amount deposited to credit of Receiver General.
Prince Edward Island.				
Annandale	W. C. Jenkins	May 4, 1897.	25 p.c. of collections	69 90
Bay View	Joseph Harrington	Oct. 2, 1885.	25 "	4 32
Belfast	Jas. F. Halliday	May 1, 1901.	25 "	94 08
Brush Wharf	J. T. Morrisey	June 6, 1906.	25 "	19 20
Campbell's Cove	Angus McIntyre	Oct. 17, 1888.	25 "	
Chapel Point	Roland McCormack	Sept. 18, 1885.	25 "	13 97
Charlottetown	A. Lord, Agt. Marine and Fisheries			592 87
China Point	W. S. N. Crane	" 18, 1885.	25 "	13 50
Clifton	John Gunn	May 24, 1900.	25 "	
Cranberry, East River	James Hughes	Mar. 1, 1898.	25 "	
Crapaud, Victoria Pier	E. McKinnon	July 7, 1897.	25 "	288 36
Georgetown	R. R. Jenkins	Oct. 14, 1892.	25 p.c. of collections	14 23
Haggerty's Wharf, E. River	M. Burnett	Feb. 14, 1898.	25 "	9 60
Hickey's Wharf	Mark Webster	Oct. 22, 1896.	25 "	27 90
Higgin's Shore	G. G. Henry	Nov. 9, 1891.	25 "	
Hurd's Point	Thos. Montgomery	Aug. 16, 1901.	25 "	48 41
Kier's Shore	W. Hodgson	June 10, 1895.	25 "	137 68
Lambert and Stevens (Montague)	Wellington Johnston	May 3, 1900.	25 "	24 27
Lewis Point	J. G. Scrimigeour	Oct. 14, 1896.	25 "	
McGee's Wharf, Abram's Vill.	Norman Gallant	Nov. 9, 1901.	25 "	
Mink River or Murray Harbour, North	James P. Clow	Aug. 25, 1900.	25 "	23 47
Murray Harbour, North				
Murray Harbour, South	J. McKinnon	Jan. 27, 1896.	25 "	
Nine Mile Creek	C. McDonald	May 21, 1906.	25 "	
North Cardigan	Rodk J. Steele	May 1, 1901.	25 "	72 15
Pinette	Malcolm McLeod	Jan. 3, 1901.	25 "	4 18
Pownal	M. M. Haley	Oct. 13, 1896.	25 "	25 76
Red Point	Arch. Smith	April 3, 1900.	25 "	16 55
St. Mary's Bay	John Dickson	Dec. 10, 1896.	25 "	26 80
Souris	Angus McDonald, caretaker	Sept. 27, 1894.	25 "	
South Rustico, Oyster Bed Bridge	D. Gallant	Feb. 23, 1895.	25 "	1 80
Sturgeon River	Bernard Kearney	Sept. 18, 1885.	25 "	27 45
Tignish	A. J. Gaudet	Aug. 23, 1898.	25 "	1 61
Vernon River	W. M. Forbes	April 22, 1902.	25 "	95 32
Wood Island	James Young	" 10, 1899.	25 "	10 89
			Total	1,664 27

RECAPITULATION.

Ontario		$ 5,220 61
Quebec		1,421 02
Nova Scotia		4,579 30
New Brunswick		2,001 86
Prince Edward Island		1,664 27
Total wharfage dues placed to credit of Receiver General		$ 14,887 06
ADD—Fees received by undermentioned harbour masters in excess of remuneration allowed:—		
Harbour Master—Port Arthur, Ont	$ 62 00	
" St. John, Que	210 50	
" Sorel, Que	191 00	
" Canso, N.S	3 50	
" International Pier, N.S	62 00	
" Louisburg, N.S	12 25	
" Lunenburg	3 50	
" Comox	42 00	
" Ladysmith	20 00	
		$ 606 75
Total Revenue from Wharfs and Harbours		$ 15,493 81

STEAMBOAT INSPECTION DUES.

STATEMENT of Steamboat Inspection Dues collected during the Fiscal Year ending June 30, 1906.

	$ cts.		
Ontario.		*Nova Scotia.*	
Sault Ste. Marie	45 68	Halifax	1,150 72
Windsor	138 40	Kentville	532 24
		North Sydney	92 40
	184 08		1,775 36
		British Columbia.	
Quebec.		Vancouver	271 76
		Victoria	155 44
Quebec	80 72		427 20
		North-west Territories.	
		Dawson	1,065 04
New Brunswick.		Total	3,592 40
		Fees for engineers' certificates	1,012 00
St. Stephen	60 00	Grand total	4,604 40

MARINE AND FISHERIES, CANADA.

REPORT

ON THE

RIVER ST. LAWRENCE SHIP CHANNEL

FROM

MONTREAL TO QUEBEC AND FATHER POINT.

F. W. COWIE, B.A. Sc., M. Can. Soc. C.E.,
Superintending Engineer.

MARINE AND FISHERIES, CANADA.

RIVER ST. LAWRENCE SHIP CHANNEL.

OTTAWA, ONT., December 15, 1906.

SIR,—According to your instructions, I beg to present the following annual report on the operations for the improvement of the River St. Lawrence Ship Channel during the fiscal year ended June 30, 1906.

As usual, although the dredging reports and the cost and details of the work are made for the fiscal year, the general information, which is of great importance to the navigation interests, is completed to the date of writing, or the close of the season of navigation.

The announcement of the completion of the 30 foot channel between Montreal and Batiscan, which, by taking advantage of the tides to Quebec, gives a depth for navigation between Montreal and Quebec of 30 feet at extreme low water, cannot fail to be of great satisfaction to those interested in the St. Lawrence route.

It is with very much pleasure that I acknowledge the great measure to which the success of the operations is due to the untiring and loyal work of the staff of engineers and crews of the various vessels engaged on the work.

I have the honour to be, sir,

Yours obediently,

F. W. COWIE,
Superintending Engineer.

Lieutenant-Colonel F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

APPENDIX No. 12.

RIVER ST. LAWRENCE SHIP CHANNEL.

INTRODUCTION.

The ship channel of the River St. Lawrence, between Montreal and Father Point, has a total length of about 340 statute miles.

Navigation throughout this distance is under the control of the Montreal and Quebec pilots.

The contracted part of the river, which may properly be called ship channel, commences at the Traverse, to which point, from Montreal, the distance is 220 miles.

The length of channel actually requiring improvement by dredging from Montreal to the Traverse, is about 70 miles. The length of the 30 foot channel actually completed, at the date of writing, the close of navigation, 1906, is 56 miles; leaving 14 miles yet remaining to be dredged, in order to give a clear depth of 30 feet at low tides during the lowest stage of the river level.

From Montreal to Batiscan the tide is not available for navigation, and in order to enable vessels to load to full depth, the dredging of this part of the river was first undertaken.

At the close of the season of 1906 we are able to announce the completion of the channel to a depth of 30 feet at the extreme low water of 1897, between the points above mentioned, viz.:—Montreal and Batiscan. As the E.L.W. of 1897 was six inches lower than the level reached last season, the minimum depth found in the 30 foot channel, in 1906, was 30 feet 6 inches.

The completed channel has a minimum width, in the straight portions, of 450 feet, and on the curves from 500 to 750 feet. The widening has all been completed, except for a distance of 12.30 miles in the straight portions of Lake St. Peter.

As the dredging is completed the channel is swept and, therefore, with the above announcement, an available depth of 30 feet exists from the sea to Montreal, advantage to be taken of the tide up to Batiscan.

The whole of the dredging plant will now be concentrated on the work of obtaining a greater width in Lake St. Peter and the tidal parts of the river, as well as the full depth of 30 feet at low tide. About an equal quantity of work requires to be done below Quebec and above Quebec.

In 1905 the commencement of construction was made of a large steel, sea-going, hydraulic hopper dredge, for the work below Quebec. The dredge is being built at Sorel. It was launched on December 1, 1906, and it is expected will be ready for work, as already stated, early in the season of 1907.

As the tonnage and size of vessels has made such rapid increases, it was decided that it would be unwise to wait so long, before the commencement of improvements below Quebec. Owing to the exposed locality, the strong and changeable currents, and the great rise and fall of the tides, the ordinary type of dredge in this country is not suitable for this work. The English or European sea-going dredge being the type required.

Inquiries were made in England for a suitable dredge, for immediate delivery. Messrs. H. E. Moss & Company, of Liverpool, England, offered a sea-going, suction, hopper dredge, built in 1904, at a very reasonable figure. After inspection, the purchase of this dredge was concluded, and she was brought from New Orleans to the St.

Lawrence in June, 1906. After being overhauled and damage to the hopper gates repaired, this dredge was taken down below Quebec and put to work on the Beaujeu Bank, and before the close of the season removed about 100,000 cubic yards of sand and soft clay.

The season just closed has also marked the construction in England and the bringing to the St. Lawrence of a powerful and well-equipped ice-breaking, surveying and sweeping tug.

It is probable that no other action on the part of the government, in the way of making navigation safer, could contribute more to improvement in the excessive insurance rates which have been so detrimental to the St. Lawrence route.

On her first trip after being put into commission, while on an inspection and consultation trip with the Minister, the Officers of the Department, the Shipping Federation of Canada, the Presidents of the Boards of Trade of Montreal and Quebec on board, this vessel relieved from a very dangerous position at Cap à la Roche a steamer, which, with its large cargo, was estimated to have a value of $1,000,000.

By its timely aid the vessel was floated before any serious damage had been done to the ship's bottom, and the Donaldson Liner *Athenia* was able to proceed on her voyage to Glasgow without more delay than a few hours, and apparently without injury.

Although the water in the St. Lawrence reached a stage considerably lower than usual, the season just closed was marked by an almost complete freedom from serious accidents.

It is probable that between Montreal and Quebec, during the season of 1906, the total losses, including salvage assistance, would not amount to much more than the very insignificant sum of $1,000. Surely nothing could be a greater indication of the safety of the Ship Channel and the skilfulness and care of the pilots than such a record, in a length of channel of 160 miles, navigated up and down by nearly a thousand ocean-going steamers.

The Shipping Federation of Canada and the Montreal Board of Trade having petitioned the Minister, urging the utmost vigour in the prosecution of the work, the construction of an additional dredge for Cap à la Roche has been commenced. This dredge has been carefully designed, with sufficient power to attack the banks at Cap à la Roche and Cap Charles, where the material is soft shale rock, and where the widening is urgently required.

The members of the Shipping Federation of Canada, and the Presidents of the Boards of Trade of Montreal and Quebec, accompanied the Minister and Officials of the Department, during the month of November, 1906, on the annual inspection of the Ship Channel, between Montreal and Crane Island.

Three days were occupied in observing the work, discussing the merits of the proposed plans, and considering the various recommendations.

Resolutions of approval of the Departmental programme have been received, together with the thanks of these important Corporations, for having been afforded an opportunity of actually observing the conditions, and placing their recommendations before the Department.

At the close of the season of navigation the dredge *Galveston,* instead of being laid up at Sorel, was sent to St. John, N.B., in order to do some urgent work required during the present winter, to enable the large vessels to use the Intercolonial berths.

The season just closed has been a very arduous one, and in view of the success of the work, and the record of navigation, too much recognition of their services cannot be given to the Officers of the Staff, especially Mr. G. J. Desbarats, Director of the Shipyard at Sorel, who has the direction of the construction and repairs to the plant; Mr. V. W. Forneret, C.E., who has general local charge of the dredges, and Mr. N. B. McLean, C.E., who conducted the sweeping operations, together with the other members of the Staff, as well as the Captains and Engineers of the Dredging Plant.

PHYSICAL FEATURES.

It is probable that there is no river in the world better adopted for improvement than the St. Lawrence.

The Great Lakes act as storage reservoirs and settling basins.

Except for floods during the ice accumulations, the fluctuations in level are gradual and not excessive.

The position of the St. Lawrence is the reverse of most rivers. The usual condition of a river is, from the source, steep slopes which erode the banks and transport coarse material, which, as the slope becomes more gradual, decreases until at the mouth of the river the water carries in suspension a fine sediment which deposits, to the great detriment of navigation.

In the St. Lawrence the material from most of the sources of supply is all deposited in the settling basins. From the lakes to the ocean the bottom of the river is usually hard, so that we have not only clear water, but a permanent river bed.

The nature of the material composing the bottom of the river, though in many places very difficult to dredge, is for the same reason of such a character that a dredged cut once made is substantially permanent.

In the ship channel the material to be excavated varies from soft blue clay into which a pole may be planted some 6 or 7 feet by hand, to stiff clay, to hard pan as hard as a macadamized road, to shale rock and large boulders. In one or two localities we find coarse sand, at which points dredging has to some extent to be repeated.

Below Quebec, at the localities where the fresh and salt waters meet, there are the usual sand bars. The best information goes to show that these shoals are not increasing. As the size and draught of ships increase, as well as the competition in speed, detention while waiting for the tide to pass these bars is more apparent; and it is urgent that a clear depth of 30 feet at low tide be obtained as soon as possible.

The movable nature of the material, added to the lack of uniformity of the tides, currents and salt water, results in more unstability in the shoals below Quebec. It is therefore expected that the maintenance of the excavated channels, there, will require some annual re-dredging.

The currents of the St. Lawrence are, for a river of such a size, not only reasonable and regular, but altogether free from the usual dangers to navigation resulting from freshets.

The winter season, with its ice and snow, is the one great drawback to the St. Lawrence. This route, however, with its 7 months season of navigation, is one of the greatest factors in the success of the Canadian transportation system.

KEEPING PACE WITH THE SHIPPING.

The St. Lawrence, owing to its situation, is the natural gateway from the Atlantic to at least one-third of the continent of North America.

In 1844 it was in an effort to give navigation to Montreal for vessels of 500 tons that the first work of dredging was undertaken.

The work is still considered one of the great river improvement works in the world. The plant is up-to-date. In many respects it leads, in design and economy. The organization, staff and dredge officers are a result of the training of some of the most skilled engineers of the times.

The early surveys and designs were made under the direction of English and Scotch engineers, and the first dredge machinery was built in Glasgow.

Since 1874, however, all the engineers and superintendents, and probably all the men, have been Canadians, and the dredges designed and built in Canada.

The aim is to give a safe and ample waterway for ships suitable for the commercial requirements of the trade and route.

The channel does not afford the usual difficulties of canal navigation. There is sufficient water on the banks to minimize induced currents which, when the cross section of the ship is large in proportion to the cross section of the channel, makes safe steering at ordinary speed difficult.

The ratio between the cross section of the Suez Canal, at its section of minimum dimensions, to a ship of the size of the Canadian Pacific Railway 'Empresses,' is about 3 to 1.

The cross section of the 8-mile Culebra cut of the proposed Panama Canal is, in the most liberal proposition, only 8,000 square feet, and it is very probable that the canal will be opened for traffic with the channel having a cross section very much less than that, and intended for the largest ships afloat.

The River St. Lawrence at Cap à la Roche, the narrowest point, will have a minimum cross section, when the 30 foot channel is completed, of about 80,000 square feet in the length of 3 miles of rock cutting.

The Ship Channel has, therefore, many advantages over most other artificial water routes, not only as to tonnage capacity, but for safe steering at a reasonable speed. The *Victorian* and *Virginian,* the largest ships reaching Montreal, have frequently made the voyage to Quebec in less than 10 hours, without trouble.

In canals it is a well known rule that when the speed of a large ship becomes too great, the currents induced by the passage of the vessel result in forces acting on the bow which increase the more the vessel is out of the centre of the canal, so that all the power of the rudder and twin-screws will not bring the ship back. This is what is called 'taking a sheer,' and it explains the apparent paradox in the steering of vessels in contracted canals, because usually a ship obeys her helm more readily when the engines are at full speed, owing to the increased action of the water from the screws on the rudder.

For vessels of large size, in the narrow cuts, during low water, we urge that a moderate speed, sufficient to keep a ship under full control, is a matter of the greatest safety.

The Suez Canal has a length of about 100 miles. Its width, at the bottom, is at many places only 118 feet and, at the top, from 190 to 330 feet, yet it is regularly used by P. & O. liners with a length of 500 feet, a breadth of 54 feet and a draught of over 27 feet. At certain stages of the tide they also have a current of 2½ knots.

Although the Suez Canal has magnificent financial resources, it is not being enlarged with anything like the rapidity of the River St. Lawrence Ship Channel.

In the last 10 years the general size and tonnage of vessels have increased quite 100 per cent. It is expected that the 10 years commencing in 1900 will see the Ship Channel enlarged, from a minimum width of 300 feet and a depth of 26 feet 2 inches, to a minimum width of 450 feet, with a depth of 30 feet, which is no more than keeping pace with the shipping.

HISTORY OF THE WORK.

The agitation for the deepening of the channel in Lake St. Peter, so as to permit all ocean vessels to come up the St. Lawrence to Montreal, commenced about the year 1825.

The actual work of dredging commenced in 1844, the machinery of the first dredge having been brought from the Old Country.

The dredging was commenced as a Public Work. The location of the first channel, however, did not give satisfaction, and the work was stopped.

The Montreal merchants finally concluded that they could conduct the work more satisfactorily and pay the interest on the cost by a tax on the shipping.

Legislation was passed in 1850, transferring the plant to the Montreal Harbour Commissioners and authorizing them to proceed with the work as they should deem best.

The rate of interest paid on the coast, of the early improvements, by the Commissioners, was 8 per cent.

The minimum depth in Lake St. Peter was about 11 feet, during low water, and at first only the deepening of the lake mud flats was contemplated.

The Harbour Commissioners conducted all operations from 1851 to 1888, the improvement being found to be required at many points, extending between Montreal and Cap Charles.

A dredge in 1846 excavated in Lake St. Peter, in one day, about 1,200 cubic yards. By wonderful improvements to plant, in 1888 a dredge would excavate 7,200 cubic yards without trouble, and in 1906, working day and night, 20,000 yards was a frequent day's work.

In 1888 the channel was completed from Montreal to Cap à la Roche to 27½ feet at ordinary low water (26 feet 2 inches at the new datum, or extreme low water of 1897, which has been adopted for the 30-foot channel). From Cap à la Roche to Quebec heavy draught vessels would pass with the tide.

In 1889, in order to relieve the shipping of the heavy tonnage tax, the Government adopted the channel as a National route. The debt was assumed and the tax abolished, and the Department of Public Works continued the work.

In 1904, with a view to systematizing navigation matters, the management and control of the River St. Lawrence Ship Channel, together with the plant and Sorel Shipyard, were transferred to the Department of Marine and Fisheries.

Although on several occasions, especially in 1879, the water fell considerably below the ordinary stage of 10½ feet on the Flats of Lake St. Peter, the extraordinary low stage of 1895, and again in 1897, and the increase in the size of ships, made it urgent that the channel should be further enlarged.

In 1897 new and powerful dredging plant was commenced, with a view to further extensive improvements.

THE PROJECT OF 1899.

In 1899 the project of the 30-foot channel was adopted.

Two new dredges, with tugs, scows and barges, had been put in commission. Two more dredges were nearly completed, and two others authorized.

The low water of 1897, the lowest on record to the present date, except for a few days of abnormal low water in 1895, was adopted and it was decided to make the depth 30 feet from that low level.

The average depth in the 30-foot channel, as being dredged, was, during the season of 1906, as follows: May, 36 feet; June, 35 feet 1 inch; July, 32 feet 11 inches; August, 31 feet 7 inches; September, 30 feet 11 inches; October, 31 feet; November, 31 feet 2 inches.

The greatest depth from May to November was 36 feet 11 inches, and the least, during the month of October, 30 feet 6 inches.

Besides the increased depth, it was decided to widen the channel at least 50 per cent. The curves were to be made as flat as possible and to a width of from 500 to 750 feet. By the radical method of dredging 450 feet was about the limit for one cut, and that width on the tangents was adopted. This compares very favourably with any navigation route in the world, where the courses may be easily marked by range lights.

Between Montreal and Quebec, a distance of 160 miles, there are 62 distinct courses, or over 2½ miles each, of which already 47 are marked by range lights.

The 30-foot project was adopted in 1899; in that year with 2 new dredges, in 1900 with 4, in 1901 with 5 and from 1902 with 7 dredges, the work has been carried on with great vigour.

The completion of nearly 40,000,000 cubic yards of excavation in 10 years was the best estimate given. It is expected that this will be realized, and at the exceedingly low cost, including plant, of less than $5,000,000.

The total cost from 1851 to the end of the fiscal year, of the Ship Channel, plant, shops, &c., is as follows:—

Dredging	$5,929,970 44
Plant, shops, surveys, &c	3,031,860 37
	$8,961,830 81

Before the close of navigation, in November, 1906, the 30-foot depth was completed from Montreal to Batiscan, from which point to the sea the same depth, or more, can be carried, by waiting for the tide.

Only 7.10 miles of dredging remains to be completed and although the most difficult is yet to be done, there is no anxiety but that with the magnificent plant, it will be completed well within the time expected.

With the present project completed and well marked, it is expected that an additional depth of 4 feet over the same width could be obtained in a much shorter time.

NAVIGATION CONDITIONS.

The water in the St. Lawrence, like all North Atlantic rivers, owing to the lack of rain fall, reached a very low stage during the last four months of the season of 1906.

The dredging operations do not either theoretically or practically lower the level of the water in the river. No material is removed; it is merely taken from one place and deposited opposite. As long as the water supply remains the same we can rely on the same river level.

The interests of the Harbour of Montreal and the navigation of the St. Lawrence must, however, be jealously guarded against any interference with the natural conditions, which will in the least degree diminish the natural flow, during the season of low water.

The 27½-foot depth at ordinary low water, as found in the uncompleted parts of the 30-foot Ship Channel, between Montreal and Batiscan, still governed during the past season the depth for navigation.

On October 28 a report was made, stating that as the only link between those points, then not finished to 30 feet, had been examined, an additional draught could be carried, or vessels could safely load to the full depth given by the Sorel gauge.

The average depth in the Ship Channel, available for navigation, with the greatest and least depths in each year, from May to November, since 1890, is given in the following table:—

Year.	Average Depth for each Month.														From Sorel Gauge during each year, May to November.			
	May.		June.		July.		August.		Sept.		Oct.		Nov.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1890	35	6	35	3	31	9	30	6	30	9	29	9	30	6	37	0	29	0
1891	34	6	31	3	29	9	29	9	30	0	28	3	28	3	36	9	27	3
1892	31	0	31	9	31	6	30	6	28	9	28	3	28	3	33	6	27	3
1893	36	0	34	3	30	9	29	9	29	6	28	6	28	0	37	6	27	6
1894	34	6	31	9	31	0	29	2	28	3	28	9	29	0	36	0	27	7
1895	33	3	31	3	28	3	28	3	27	6	26	9	26	9	34	6	25	10
1896	33	6	30	6	28	9	28	0	27	6	27	9	29	0	37	0	27	4
1897	35	6	32	6	30	3	29	3	28	0	27	0	27	6	37	0	26	5
1898	31	6	30	9	29	8	28	6	28	2	28	3	28	6	32	1	26	9
1899	36	2	31	9	30	3	28	6	27	6	28	9	27	9	37	9	26	9
1900	33	6	30	9	30	6	29	6	28	1	28	9	29	2	35	9	27	4
1901	34	3	31	10	29	2	28	3	27	7	27	4	27	3	36	3	26	6
1902	32	2	32	2	32	2	29	4	28	1	28	1	29	0	34	1	27	6
1903	33	0	30	11	30	5	29	5	28	4	29	0	27	11	32	8	26	11
1904	36	3	34	5	30	9	29	5	29	5	30	4	29	3	37	4	28	1
1905	31	10	30	8	29	7	29	0	28	0	28	5	28	1	33	6	27	1
1906	32	4	31	5	29	3	27	11	27	3	27	4	27	6	33	3	26	9

On the opening of the season of navigation of 1907 the gauge at Sorel will be changed and an additional draught of nearly 4 feet given.

Compared with the lowest stage of water in 1906, the depth will be increased from 26 feet 10 inches to 30 feet 6 inches.

This cannot fail to be of very great importance to the commercial interests of the St. Lawrence, and it is understood that the navigation plans for next year promise a great increase in the size and tonnage of vessels to Montreal.

ACCIDENTS IN 1906.

As the season of 1905 was memorable on account of the number and seriousness of the accidents in the St. Lawrence, that of 1906 was a record one for safety and the exceedingly slight damage and loss.

In the Harbour of Montreal there were two collisions, at almost the same place, near the end of Victoria pier. As a result of the first one the ss. *Gaspesien,* a small coasting vessel, was grounded as a precaution.

Between Montreal and Quebec the season passed with a record of only three slight accidents.

The *Nyassa,* at Contrecœur, on July 29, went on a soft mud bank, owing to the failure of the steering gear. After lightering a very small quantity of cargo, she was pulled off and proceeded without damage.

The *Monmouth* and *Agnar* crowded into the Cap Charles cut together, and the *Agnar* went on the bank, floating again in a few minutes, without damage.

The new 10,000-ton ss. *Athenia,* with a valuable cargo, ran into a snow storm at Cap à la Roche, on November 9, and went aground on the north bank. This is one of the worst places in the river, and great fears were entertained for her safety. Fortunately the C.G.S. *Lady Grey* arrived, and with her aid, assisted by dredge tugs, the steamship was floated with the rising tide, and proceeded without apparent damage.

The damage and cost of the floating of these vessels could not have amounted to the loss sustained on a railway by the smashing of a couple of freight cars, and yet the traffic in freight and passengers, on the route, amounted to what would be a very extensive amount of railway business.

Between Quebec and Father Point the coasting ss. *Campana* went ashore in a fog. The large coal ship *Mystic* grounded at Crane Island, and the coaster *Polino* went badly aground in a snow storm on Goose Island.

This is a splendid record for such a long stretch of river and extensive traffic.

Below the Pilotage District, in the St. Lawrence to the Gulf, the ss. *Bray head* was reported to have grounded while loading. The ss. *Cervona* was stranded for a few days on Anticosti, and the Dominion liner *Kensington* went aground near Matane, but after a trying experience in an autumn storm, she safely floated and proceeded to Montreal.

For the River and Gulf of St. Lawrence, from Montreal to Cape Ray, a distance of 700 nautical miles. the above statement of accidents for 1906 is, to say the least, exceedingly satisfactory.

GENERAL INFORMATION.

Although, with the exception of some minor shoals at Champlain, there is practically no filling in, and although since its commencement no actual boulders have been known to have been carried into the dredged channel, as such conditions are possible, it has been decided that once a year the dredged and shallow channels shall be swept.

This is a large problem. The work has to be done with very great care, and good weather conditions are required.

Mr. N. B. McLean, C.E., with an assistant, were specially detailed for this important work. A twin-screw river steamer and a testing scow make up the present sweeping plant. When the channel was 300 feet wide and only 60 miles required sweeping, this plant was sufficient. The work below Batiscan, including Cap à la Roche, where the weather is bad and the current strong, was then left until mid-summer.

The Shipping Federation of Canada, the Pilots and Boards of Trade, have urged for more sweeping, both above and below Quebec, and a regular examination early each Spring, when the weather, strong current and depth of water make the present plant of no use.

The new-ice breaking and sweeping tug 'Lady Grey' has been carefully designed, with a view to this service.

Two semaphores, indicating the channel depths in their respective localities, were maintained as usual, the one at St. Jean des Chaillons for the depth in the Cap à la Roche dredged cut, and the other at St. Nicholas for the depth over the undredged St. Augustin Bar.

The Department has been engaged in studying a plan for signal stations between Montreal and Quebec, for the safety and regulation of traffic, more on the lines of a canal or railway organization.

Experience has shown how imperative it is for vessels, especially the large ones, navigating the St. Lawrence between Montreal and Quebec, to have knowledge of the conditions in the narrow reaches of the channel ahead. Fog, thick mist, or smoke from bush fires, frequently settle down very suddenly and render it very unsafe to proceed.

To cite a particular instance, it is claimed that if the semaphore operator at Cap à la Roche could have reported fog, the R.M.S. 'Victorian' would have anchored at Batiscan on Septmber 1, 1905, where the weather was perfectly clear at the time, and thus prevented the accident at Cap Charles.

The valuable features of the service would therefore be the reporting of weather conditions along the route, depth of water in the tidal sections of the River, positions of vessels and, especially, casualties or obstructions in the Ship Channel. The value of the Government long distance service would be very great, particularly with regard to dredging operations, buoy service and general Government business.

It is hoped that early in 1907 a system of stations, connected by a private copper telephone wire operated by the Bell Telephone Company, will be completed.

From the latest information the number of sea-going vessels reaching Montreal, in 1906, was 820, and the total ocean-going tonnage for the season reached 1,977,534 tons, an increase of 2 per cent.

DIVISIONS.

Ship Channel between Montreal and Quebec.

Division I., Montreal to Sorel.

The Eastern limit of the Harbour of Montreal is Longue Pointe. An extensive shoal of clay, boulders and hard pan, exists opposite Longueuil. Although the dredging of the Ship Channel at this place was not included in the project of 1899, it was necessary, before the 30-foot channel would be available to Montreal, and could not be delayed.

The Montreal Harbour Commissioners had not suitable plant, so at the urgent request of the Shipping Federation of Canada the Department undertook this work which, owing to its situation at the foot of the St. Mary's current and the hard nature of the material, was an addition of considerable importance to the project.

The work was commenced in August, 1905, and all completed by two dredges and a stone-lifter, in August, 1906.

This completes the 30-foot channel in this Division which, in a distance of 45 miles, required 22·9 miles of dredging.

With the exception of the range lights in Montreal Harbour, and two nearly completed near Sorel, the improvements in this Division are all completed.

Division II., Sorel to Batiscan.

Although there is a tide between Three Rivers and Batiscan, it is not available for navigation, being too uncertain both as to height and time.

The dredging for the 30-foot channel is practically completed. A few days' work at the head of Lake St. Peter and a similar amount at Batture Perron, widening the natural channel, will finish the improvements.

The permanent range lights are also all either completed or well under way.

In this Division, in a distance of 35 miles, the length requiring dredging was 12.45 miles.

Division III., Lake St. Peter.

The St. Lawrence at Lake St. Peter widens out into a shallow water lake, about 9 miles wide and 22 miles long. The material is almost all soft blue clay of the consistency of ordinary table butter. A bank made almost vertical will remain for years. There is practically no filling in, but the wash of the propellers deepens the centre of the channel slightly and deposits it near the South bank.

At the close of navigation, 1906, the deepening to 30 feet at low water was completed. All of the three important curves have been widened to from 600 to 650 feet.

The length requiring dredging was 18 miles. This work is being left entirely to the hydraulic dredge 'J. Israel Tarte.' All of the deepening being now completed, this dredge will undertake next year widening and the construction of an anchorage in the middle of the Lake.

The permanent piers built by the lighthouse branch, are also completed and are giving very great satisfaction.

The deepening of the present channel was continued, leaving the widening, at the request of the navigation interests and the pilots, it being well known that in these long straight reaches, with very little current, navigation with the largest ships is quite safe, if the depth is available.

Division IV., Batiscan to Quebec.

From Batiscan to Quebec, a distance of about 60 miles, improvements require to be made over a length of about 10 miles, 2.90 miles of which is already completed to the 30-foot depth.

In this Division there are about 4 miles of work to be done, at Cap à la Roche and Cap Charles, mostly in solid shale rock.

This is one of the most important and difficult sections of the ship channel. The channel plant is particularly well adapted for this work, the only question being the fact that even with the six elevator dredges the work will not be completed, as was expected, before the arrival of the 15,000 ton ships.

In consideration of the fairly soft character of the shale rock, of the strong current, and of the fact that the work must be carried on without interrupting navigation, the elevator dredge is by far the most economical and efficient machine known. A powerful spoon dredge may tear up a certain quantity of soft rock more quickly, without stopping to make a clean, even bottom, chisel cutters and blasting plants may break up harder material. but taking everything into consideration the type of plant in the possession of the Department is particularly well designed for good, clean work, without interrupting navigation.

The shipping interests are urging for the early completion of this work, and another dredge is being constructed especially to rush the widening of the shale banks.

The distance between Batiscan and Quebec is about 60 miles. Tidal navigation is available throughout the whole distance.

At Cap à la Roche a semaphore, which is visible from Batiscan to Grondines, shows the depth in the channel opposite that place. Vessels of deep draught either anchor and wait for the tide, or time their trip so as to pass at or near high water.

The channel at Barre à Boulard, in the Richelieu rapids, and at Cap Santé, is completed to 30 feet at low tide, so that practically the only delay is two hours out of twelve at St. Nicholas, and for half tide at Cap à la Roche.

The dredging at Cap à la Roche stopped in 1893; it was recommenced in July, 1906. The material is shale of about the hardness of a soft school slate. There is no great difficulty in dredging it, the real difficulties to contend with being the holding of the dredges, the strong current and the heavy sea, during an easterly gale.

Dredge No. 5 (*Lafontaine*), commenced in July and stopped in November. In 113 days this dredge removed 159,000 cubic yards of shale from a depth of from 31 to 40 feet.

The improvements for the 30-foot channel have been designed with all possible care, so as to make a safe and easily navigable channel and at the same time be easily marked, and to offer a minimum of trouble to navigation during construction.

Instead of two curves, one curve of 3 miles radius has been laid out, in short tangents to be easily marked by buoys, and having a width varying from 500 to 550 feet.

In 1907, with four elevator dredges at work and one spoon dredge, if completed in time, it is expected that very closely to one million yards of this rock will be excavated.

SHIP CHANNEL BELOW QUEBEC.

Division V, Quebec to The Traverse.

The Parliamentary appropriation, to enable the commencement of the work of improving the channel below Quebec, became available late in the autumn of 1905.

It was decided to construct at the Government Shipyard, Sorel, a powerful steel, twin-screw, hopper, hydraulic dredge, at an estimated cost of $350,000.

The Director of the Shipyard at Sorel estimated that it would take a year and a half to build and equip this very large and powerful machine, which was carefully designed for that special work.

The hull of the dredge, over 250 feet long, was successfully launched on December 1, 1906, and it is hoped the vessel will be ready to commence work on the St. Thomas shoals early in the season of 1907.

In March, 1906, the Department received very strong representations that these improvements could not be delayed, and that to wait till 1907 to make a commencement would seriously menace the proposed plans for a largely improved steamship service.

The nature of the work below Quebec, the exposed position, want of shelter, and high tides and changing currents, made the ordinary American type of dredge out of the question.

The self-propelling, sea-going, hopper type, as almost altogether used in Great Britain, being required, inquiries were made from the dredge builders in Great Britain and ship agents, for a dredge immediately available, suitable for this work.

The builders had none on hand and the only suitable ones offered were in Australia and South Africa. Messrs. Ferguson Brothers, one of the largest firms building dredging and harbour plant, wrote stating that there was not a hopper dredger of the capacity mentioned to be bought in England. Messrs. Wm. Simons & Company, also large and successful dredge builders, wrote that all their large dredges were fully employed, and that they did not know of any to be disposed of for some considerable time, and that they did not think there was a possibility at that time of procuring a second-hand hopper dredger, either of the hydraulic or bucket ladder type.

A Dutch pump dredge, at New Orleans, was offered by Messrs. H. E. Moss & Company, of Liverpool, England, for £34,000.

The price being very reasonable, on authority of Council, the Minister ordered an examination with a view to purchase. The only objection to this dredge was that it had no cutter, and therefore not suitable for dredging anything but sand or soft silt.

A visit was made to Galveston Harbour, where three smaller dredges of the same design and type were working. The results of the working of these dredges were very satisfactory, and it was certain that this dredge would be very valuable for many places in Canada, and was very cheap at the price.

By cable the offer of Messrs. Moss & Co. was reduced to £30,000, and the dredge was purchased on April 20, at that price, or $146,000, with interest to date of payment.

The vessel was docked and made ready for the long voyage, and all expenses of repairs, wages, provisions, stores, &c., until the dredge reached Quebec, amounted to $10,942.14 and $4,574.17 insurance.

The general dimensions and particulars of the *Galveston,* a steel, twin-screw, suction, hopper dredge, are as follows:—

Length, 233 feet; breadth, 39 feet; depth, 15 feet 5 inches.

Draught when laden with 1,800 tons, 14 feet 9 inches aft, 13 feet 1 inch forward.

Dredges to 55 feet and raises 1,350 cubic yards in 45 minutes.

Hopper capacity about 1,400 cubic yards.

Built in 1904.

Engines, 2 triple expansion, about 600 I.H.P. each

Cylinders, 15¾ inch., 24 in. and 37½ in. diameter. Stroke, 17¾ in.

Two boilers. Two suction pumps, Dutch type, 8 feet 6 inches outside dia.

Speed, loaded, 9 miles.

Electric light. Ample crew accommodation.

Arranged for pumping dredged material ashore at a distance of 1,500 to 1,600 feet.

The *Galveston* reached Quebec on July 1, having been 29 days on the voyage from New Orleans, under her own steam.

Repairs and fitting out and the organization of a crew were immediately proceeded with, and the dredge commenced work on August 11.

The usual difficulties were encountered in training the crew, overcoming the difficulties in holding the vessel in the changing currents, and in holding the fine sand in the hoppers.

The dredge, however, much more than fulfilled the expectations, and realized a substantial improvement to the amount of nearly 100,000 cubic yards, before the close of the season of 1906.

The dredge was caught in the very severe gale of October 7 and, for a time, ran a great risk of being wrecked. The ten-ton suction pipe and derrick broke loose from lashings and had to be let go to save the ship. The pipe was recovered in a couple of days, but the derrick could not be found and lifted for some time, owing to a succession of gales. Everything was, however, recovered and put in order again, and the dredge finished the season on November 9.

The *Galveston* was then sent to St. John, N.B., to remove the silt which had filled up the Intercolonial Railway berths.

COST OF SHIP CHANNEL TO DATE.

TABLE showing the Total Cost of the Dredging and Plant, and the Quantities dredged to June 30, 1906.

—	Cost of Dredging.	Expenditure for Plant, Shops, Surveys, &c.	Quantities Dredged.
Montreal Harbour Commissioners, 1851 to 1888.	$ cts.	$ cts.	Cubic yards.
Dredging Montreal to Cap à la Roche to 27½ feet at ordinary low water, and from Cap à la Roche to Quebec to 27½ feet at half tide	3,402,494 35	534,809 65	19,865,693
Department of Public Works.			
Dredging consisting of widening and cleaning up of channel; deepening Cap à la Roche to Cap Charles to 27½ feet at ordinary low water, and dredging at Grondines, Lotbinière, and Ste. Croix, 1889 to June 30, 1899	829,583 08	486,971 79	3,558,733
Project of 1899—Dredging channel between Montreal and Quebec to 30 feet at lowest water of 1897, also widening to a minimum width of 450 feet and straightening—			
Fiscal year 1899-1900	100,191 01	265,270 78	1,107,894
" 1900-1901	136,680 83	287,040 04	2,479,385
" 1901-1902	185,429 80	479,731 47	3,098,350
" 1902-1903	255,776 55	277,703 50	6,544,605
" 1903-1904	276,958 59	308,765 44	4,619,260
Department of Marine and Fisheries.			
Fiscal year 1904-1905	311,087 93	266,460 33	2,716,220
" 1905-1906	431,768 30	125,107 37	4,047,530
	5,929,970 44	3,031,860 37	48,037,670

DREDGES.

Laval (No. 1.)—Of the fleet ship channel dredges, this is the oldest. The hull is of wood, constructed in Ottawa in 1894. The buckets are made of cast steel for work in rock and other hard material. The details of the operations of this dredge for the fiscal year were as follows:—

From the commencement of the fiscal year until July 15, 1905, the *Laval* worked at widening and deepening the channel at Becancour traverse, the material consisting of hard clay and stones. She was then laid out to straighten, widen, and deepen, the channel at Cap Madeleine, where she continued to work until August 7, the material being also hard clay and stones. The dredge was then taken up to work at Longueuil to widen and deepen the channel in Montreal harbour, where the material was exceedingly hard and tough, consisting of hardpan, clay, stones, and some shale rock. She continued to work there until taken into winter quarters, on November 25. During the winter this dredge was put in good order for the next season's work.

On the opening of the season of 1906, the *Laval* was taken back to work at Longueuil, on April 23, where she continued until the end of the fiscal year.

In a total of 185 days during which this dredge was at work, her machinery was in actual operation 62 per cent of the full working time.

The total quantity dredged amounted to 144,000 cubic yards, all very hard material, at a cost of $50,828.47, or 35·29 cents per cubic yard.

Laurier (No. 2.)—The hull of this dredge is also of wood, having been constructed at the Government Works at Sorel in 1897. Her buckets were formerly of large size, built up from cast steel bottoms, for working in soft material. As almost all the work in soft material was completed, the buckets were changed during the winter of 1903-4, and replaced by smaller and stronger buckets, having sufficient teeth for working in hardpan, &c.

During the winter of 1904-5 this dredge was thoroughly overhauled and had the above water parts of the hull rebuilt. Additional quarters were also provided for the crew.

From the commencement of the fiscal year until October 17, 1905, the *Laurier* worked at widening and deepening the channel between Pointe Citrouille and Champlain, the material being clay, sand, and a few stones. When the material found became too hard for the dredge, she was then taken up to work on the channel between Sorel and Ile de Grace where she worked until taken into winter quarters, on November 28, the material being soft clay.

This dredge, with three others, was used for a short period during the month of September in holding and floating the Allan Line R.M.S. *Victorian,* which was aground at Cap Charles, where there was danger of swinging around and blocking the channel.

The *Laurier* was laid out to commence the season's work on April 25, 1906, on the channel between Sorel and Ile de Grace, and continued working there until May 19, when she was taken down to work on Batture Perron, Batiscan, to widen, deepen, and straighten the channel, where she was still at work at the end of the fiscal year; the dredged material being clay, sand, and some stones.

The number of days during which this dredge was in operation was 185, and the percentage of time at actual work, 63.

During the fiscal year she removed 408,350 cubic yards at a total cost of $49,255.65, or 12·06 cents per cubic yard.

Lady Aberdeen (No. 3).—The hull of this dredge is of steel, the vessel complete, having been constructed at the Sorel works in 1900. The buckets were originally designed for working in soft material, but were replaced by a complete new set of cast steel buckets, especially designed for working in rock or other hard material.

At the commencement of the fiscal year this dredge was working at Champlain curve, widening and deepening and remained there until August 11, 1905, when she left to replace dredge *Lafontaine* on Becancour traverse, which having broken down had to be taken to Sorel for repairs.

The material was exceedingly tough and difficult to dredge, consisting of hardpan and embedded boulders.

After the *Lady Aberdeen* had finished her cut on Becancour traverse, she was laid out at Cap Madeleine on September 14, where Dredge *Laval* had left off, to go to Longueuil.

The work was finished at Cap Madeleine on September 22, and the dredge was taken down to Champlain curve to replace Dredge *Lafontaine,* removed to work at Longueuil. The *Lady Aberdeen* continued to work on Champlain curve till she was taken to Sorel for the winter on November 24, 1905.

This dredge was also used with three others for a short period during the month of September in connection with the floating of the R.M.S. *Victorian.*

On the opening of the season of 1906, the *Lady Aberdeen* was taken back to work on Champlain curve on April 28, the material consisting of hard clay, stones, and some sand. She was still working there at the end of the fiscal year.

The working time of the *Lady Aberdeen* was 180 days, the dredge being in actual operation 70 per cent of the full working time.

The total number of cubic yards removed amounted to 270,700, at a total cost of $46,886.99 or 17·32 cents per cubic yard.

Lady Minto (No. 4).—Dredge No. 4 is of the same type and design as the *Lady Aberdeen.* During the winter of 1903-4, the buckets were replaced by a complete new set of cast steel buckets for working in rock and hard material.

At the commencement of the fiscal year, this dredge was working at Becancour curve, the material being very hard, consisting of hard clay and stones. On finishing her cut there she was laid out to work at Cap Madeleine on July 11, 1905, to widen and deepen the channel, the material being, also, hard clay and stones. When the dredge had finished there on October 4, she was taken to clean up some lumps found by testing at Becancour channel, and traverse, and at Cap Madeleine. When the dredge had finished cleaning up the lumps she was taken down to Champlain on October 17, to replace Dredge *Laurier,* as the material was too hard for that dredge.

The *Lady Minto* continued to work on the channel between Champlain and Pointe Citrouille until November 16. She was then taken to work on the channel between Sorel and Ile de Grace, and worked there until November 28, 1905, when she was taken into Sorel for the winter.

This dredge was also used for a short period during the month of September in connection with the floating of R.M.S. *Victorian,* aground at Cap Charles.

During the winter the dredge was overhauled and put in good order for next season's work.

On April 26, 1906, she left Sorel, and was laid out to work on the channel between Sorel and Ile de Grace, where she worked until May 24, when it was decided to take the dredge to Montreal and put her into dry dock, as she was leaking badly. The vessel was in Tate's dry dock until May 30, and the hull was well repaired. The dredge was then taken down to Horseback shoal, Grondines, to straighten a caved-in bank, on the south side of the channel, the material being gravel, stones and boulders. This work required the use of a stone lifter most of the time. After finishing at Grondines, the dredge was taken to Batiscan and was laid out on June 5, on Batture Perron, to straighten, widen, and deepen the channel there, the material consisting of clay, sand, and stones. The dredge finished her cut on June 20, and was then taken down to Bastiscan traverse, and put to work to widen and deepen the channel there, the dredged material being clay with some large stones. At the end of the fiscal year this dredge was still working on Batiscan traverse.

The number of days during which this dredge was in operation was 184, and the percentage of time of actual work, 66.

During the fiscal year 278,650 cubic yards were dredged, at a total cost of $50,739.82 or 18·20 cents per cubic yard.

Lafontaine (No. 5).—The hull of this dredge is of wood, the work of the Sorel ship-yard, completed in 1901. She was fitted out with large, but very strong built up buckets for fairly soft material, but during the winter of 1904-5, these were replaced by a complete new set of cast steel buckets for working in rock and other hard material.

From the commencement of the fiscal year until August 2, 1905, the *Lafontaine* worked on Becancour traverse, where the material was exceedingly tough and difficult to dredge, consisting of hard-pan and embedded boulders. The dredge having broken one of her large spur wheels, she was taken to Sorel for repairs. After being repaired, she was taken down to replace dredge *Baldwin* on Champlain curve, on August 10, the *Baldwin* being taken to work on the Channel at Longueuil.

She worked at Champlain until September 22, when she was taken up to work at Longueuil to replace the *Baldwin,* as the material was too hard for that dredge, being very hard clay, stones, and some shale rock. The *Lafontaine* worked there widening, deepening, and straightening the channel until November 24, 1905, when she was taken to Sorel for the winter.

This dredge was one of the four used for a short period during the month of September, in connection with floating the Allan R.M.S. *Victorian* aground at Cap Charles.

During the winter the dredge was overhauled, and a complete new set of bucket teeth put on.

On the opening of the season of 1906 this dredge commenced operations at Longueuil shoal, on April 24 the material being very difficult to dredge, composed of hardpan, and some stones. At the end of the fiscal year, the *Lafontaine* was still working at Longueuil.

The working time of the *Lafontaine* was 185 days, the dredge being in actual operation 71 per cent of the full working time.

The total number of cubic yards removed amounted to 213,600, at a total cost of $55,736.39, or 26·09 cents per cubic yard.

Baldwin (No. 6.)—This is the newest vessel of the elevator dredge fleet. The hull is of wood constructed at the Sorel Shipyard in 1902.

During the winter of 1903-4, the buckets were rebuilt and strengthened, and during the winter of 1904-5, sufficient teeth were added to the buckets for working in hardpan, &c.

At the commencement of the fiscal year the *Baldwin* was working on Champlain curve, and continued working there until August 10, 1905, when the dredge was taken to Longueuil shoal to work at widening, straightening, and deepening the channel in Montreal harbour. On the way up, the dredge stopped at Sorel for a couple of days to have some new teeth put in, and other repairs done before being put to work at Longueuil, where the dredging material was very hard.

This dredge was laid out on August 14 on the north side of the channel. She worked there until September 25, when she was replaced by dredge *Lafontaine,* owing to the material being too hard. The *Baldwin* was taken down and laid out to work on the channel between Sorel and Ile de Grace, the material being soft clay, and continued to work there until taken into winter quarters, on November 28, 1905.

On April 24, 1906, the *Baldwin* was taken back to work on the channel between Sorel and Ile de Grace, and at the end of the fiscal year, was still working there.

The number of days during which this dredge was in operation was 186, and the percentage of time at actual work 74.

The total number of cubic yards removed amounted to 747,720, at a cost of $55,640.95, or 7 $\frac{44}{100}$ cents per cubic yard, an exceedingly good record.

J. Israel Tarte (No. 7.)—This hydraulic dredge is one of the newest vessels of the ship channel dredging fleet, and a new departure as regards plant for the improvement of navigation in Canada. She was constructed in 1902, by the Polson Iron Works Company, of Toronto, Canada.

The hull is of steel, of the same type and general design as the steel hulls of the elevator dredges.

At the commencement of the fiscal year this dredge was working at the foot of Lake St. Peter, at No. 3 Curve, and after finishing the curve, the dredge continued to work on the channel between No. 3 Curve and the White Buoy Curve, deepening and widening, the material being soft blue clay. She was taken into winter quarters on November 16, 1905.

During the month of July the dredge lost several days on account of the cutter head breaking off, to recover which, the use of a stone lifter was required.

Delay was caused during the month of August on account of the dredge working opposite the new pier which was being built for the lighthouse at No. 3 Curve, owing to the great care that had to be taken to prevent the pontoons being damaged against the pier.

During September the cutter shaft broke, and had to be replaced.

The boilers, owing to the very heavy duty required, also gave trouble by leakages, which necessitated a good deal of repair work.

In October and November long delays were caused and time lost through wind, breakages and steamships.

During the winter a great deal of repair work was done to the boilers to put them in good order for the next season's work. The dredge generally was given a good overhauling.

On April 30, 1906, the dredge was laid out to work where she left off on November 16, 1905, on the channel between No. 3 Curve and White Buoy Curve, but as it was decided not to do any more widening until the whole channel in Lake St. Peter was deepened to 30 feet, and the work of deepening the old channel to the width of 300 feet was hurried with all possible vigour.

During the month of May, delays were caused through winds and ordinary breakages, but during June the boilers began to leak badly, and after being inspected by the boiler inspector, Mr. Samson, orders were given on June 20 to take the dredge to Sorel to have them repaired.

At the end of the fiscal year the dredge was still at Sorel undergoing repairs.

In the 160 days, the dredge was in actual operation 56 per cent of the full working time.

The total number of cubic yards removed amounted to 1,984,510, at a cost of $117,668.03, or an average of 5 $^{93}/_{100}$ cents per cubic yard.

The total number of cubic yards removed by the dredging fleet during the fiscal year ending June 30, 1906, amounted to 4,047,530, at a cost of $426,756.30, or an average of 10 $^{54}/_{100}$ cents per cubic yard.

GENERAL NOTES.

The announcement of the completion of an available channel for navigation between Quebec and Montreal of 30 feet at extreme low water an increase of nearly 4 feet, is of very great importance to the trade of Canada.

The dredging was completed late in November, and all swept, and at the opening of navigation in 1907 the Sorel gauge will be corrected, giving an extra 3 feet 10½ inches.

Although every part of the channel in doubt has been carefully tested, it is the intention, as soon as possible after the ice leaves the river next spring, that the sweeping tug *Lady Grey* will start from Montreal, and run three lines of sweeping to the full depth as indicated by the Sorel gauge and the semaphores, to assure that nothing has been left to be of the slightest obstacle to the full depth indicated.

The success is not attended without difficulty and anxiety. The dredges are operated 132 hours per week, or steadily from midnight on Sunday until noon on Saturday. Stops are only made for repairs, for shifting from one place to another, bad weather, or to give room for passing vessels. Coal is supplied by barges without stopping the work.

The constant steady work in exceedingly hard material, at a depth of from 32 to 42 feet, is very hard on machinery. Only the very best designed and well constructed plant can stand it. Traffic must not be interrupted, and the work must always be carried on in the more or less swift current.

The material is increasing in hardness from year to year, as the work nears Quebec. All the soft material, except the remainder of the work in Lake St. Peter, is now completed. A dredge that can remove 6,000 yards per day in soft material, without trouble, is more fatigued by dredging 1,000 yards of hard-pan, in which boulders are imbedded.

The best and most efficient plant is an absolute necessity.

All the superintendence and management devolves on the officers of the department.

The construction and repairs and the management of the Sorel works are in charge of Mr. G. J. Desbarats, C.E., Director of the Shipyard at Sorel.

The design of the improvements, the engineering branch, as well as the superintendence of the operations are directly under the Superintending Engineer.

The work of the very efficient staff and the details of the placing of the dredges are conducted by Mr. V. W. Forneret, C.E., in a very able manner.

About 400 men are employed in connection with the dredging operations. These men, all sailors, were born and brought up at Sorel or at some of the parishes bordering on the River St. Lawrence. Most of them have been trained to the service from boy-hood. The senior captain of the fleet makes the statement that he has never earned a cent in any other service. A great deal of the success of the operations is due to this good training. The work requires extraordinary care and great patience, the machinery being forced to the utmost, and passing vessels requiring to be constantly watched for.

A captain and an engineer are in general charge respectively of the vessel and machinery. The remainder of the crew is divided into two watches, and works in shifts of 6 hours. At noon on Saturday the work stops.

Only two holidays, Dominion Day and Labour Day, are given throughout the season. The boarding of the men is done by contract with the captain of the vessel, at so much per man.

In making up the cost of the work of dredging, everything is included, except interest on the capital expenditure and depreciation. The principal items of cost are wages, fuel, board, stores and repairs, as well as general expenses and superintendence. The item of repairs includes keeping the plant in constant good order, but not new improved machinery. The cost of operating an elevator dredge, with its attendant plant, amounts to about $45,000 per annum. The cost of operating the hydraulic dredge amounts to about double that sum.

It takes ten years to give an increase of depth of four feet. In much less than that time the maximum size of the ships using the channel has increased from 6,000 to 12,000 tons. Now 15,000-ton vessels are proposed.

That the channel of to-day will accommodate the commerce of ten years hence is not to be expected by even the most unimaginative, and it is recognized that we must build for the future. The capacity of the River St. Lawrence for navigation should grow with the country, as even now, to a large extent, the size of the vessel decides the economy of transportation.

TABLES.

The following tables show in a concise form the progress to date, the details of the operations of the different dredges, the classification of the expenditure, the cost per yard in each locality and the expenditure at Sorel in connection with new plant and the Shipyard generally:—

PROGRESS of the Dredging Operations at the date of Writing the close of the Season of 1906.

Locality.	Distance English Miles.	Total Length Requiring Dredging.	Length Dredged in 1906.	Total Length of 30 Feet Channel Dredged.	Length yet to be Dredged.
		Miles.	Miles.	Miles.	Miles.
Division 1 :— Montreal to Sorel.	45	22.90	0.70	22.90	All completed.
Division 2 :— Sorel to Batiscan.	36	12.45	1.30	12.20	0.25
Division 3 :— Lake St. Peter.	26	18.00	4.60	*12.30 † 5.70	All completed. 12.30 Miles to be widened.
Division 4 :— Batiscan to Quebec.	59	10.00	2.00	2.90	7.10
Division 5 :— Quebec to The Traverse.	60	6.65	....	....	6.65
	220	70.00	8.60	56.00	14.00

* Not widened. † Widened.

Progress of the Dredging Operations at the date of writing, the close of the season of 1906.

Locality.	Length of Dredging.		Cubic Yards yet required to be done.
	Required.	Done.	
	Miles.	Miles.	
Division 1:—			
Longueuil Shoal		1·10	
Longue Pointe to Pointe aux Trembles (E.H.)		5·05	
Ile Ste. Thérese		0·40	
Varennes to Cap. St. Michel		3·00	
Cap St. Michel to Vercheres		4·50	
Vercheres Traverse		1·10	
Vercheres to Contrecœur		1·70	
Contrecœur Channel		6·05	
Total		22·90	
Division 2:—			
Sorel to Ile de Grace		4·40	
Stone Island		1·10	
Isle aux Raisins	0·15	0·10	25,000
Lake St. Peter (See Div. 3.)			
Port St. Francis		0·50	
Three Rivers		0·50	
Cap Madelme to Bécancour		1·55	
Bécancour to Champlain		2·25	
Champlain to Pointe Citrouille		1·30	
Batture Perron	0·10	0·50	10,000
Total	0·25	12·20	35,000
Division 3:—			
Lake St. Peter		*12·30	9,300,000
		†5·70	
Total		18·60	9,300,000
Division 4:—			
Batiscan to Cap Levrard	1·20	1·80	500,000
Cap à la Roche Channel	1·80	0·20	1,050,000
Pouillier Rayer	1·20		500,000
Cap Charles	0·90		500,000
Grondines	0·80		200,000
Lotbiniere		0·40	
Cap Santé		0·20	
Ste. Croix	0·60	0·30	150,000
St. Augustin	0·60		150,000
Total	7·10	2·90	3,050,000
Division 5:—			
Quebec to the Traverse	6·65		5,000,000
Total	6·65		5,000,000
Totals	14·00	56·00	17,385,000
Cubic yards yet to be done			17,385,000
Cubic yards done			48,037,670
Total			65,422,670

* Not widened. † Widened.

RIVER ST. LAWRENCE SHIP CHANNEL.

ABSTRACT of work of Dredging Fleet during the fiscal year ended June 30, 1906.

Dredge.	Locality of Dredging.	Time of Service.	Nominal working time, 24 hours per day.	Hours Actual Dredging.	Number of Scows filled.	Number of Cubic Yards dredged (scow measurement).	Depth of Dredging at Low Water.		Width.	Character of Soil.	Remarks.
		Days.	Hours.				Ft.	In.	Feet.		
Laval (No. 1).	Beaucour........ .. .	12	264	141¼	21	4,200	30	0	450	Hard clay and stones....	Capt. R. Matte.
	Cap Madeleine.........	20	444	286¼	71¾	14,350	30	0	450	" "	
	Longueuil	153	3,360	2,104¾	813½	125,450	30	0	500 to 700	Hardpan, clay, stones and some shales.	
		185	4,068	2,532¼	906¼	144,000					
Laurier (No. 2).	Champlain.............	91	2,004	1,195	735¾	147,150	30	0	450	Clay and sand	Capt. C. Gendron.
	Ste. Anne de Sorel......	58	1,272	783¾	901	195,700	30	0	450	Clay	
	Batture Perron.........	36	792	564¼	262	65,500	30	0	450	Clay, sand and stones...	
		185	4,068	2,543	1,898¾	408,350					
Lady Aberdeen (No. 3)	Champlain..	147	3,228	2,379	1,271½	254,300	30	0	450 to 750	Sand, hard clay and stones	Capt. O. Gaucher.
	Becancour	22	480	262¼	62	12,400	30	0	450	Hard clay and stones....	
	Cap Madeleine.....	11	252	110¾	20	4,000	30	0	450	Clay and stones.. . ..	
		180	3,960	2,752	1,353½	270,700					
Lady Minto (No. 4).	Becancour	18	396	279¼	114	22,800	30	0	450 to 750	Hard clay and stones....	Capt. B. Ladebauche.
	Cap Madeleine..........	72	1,584	1,028½	340½	68,100	30	0	500	" " ...	
	Champlain.............	27	600	422¾	179	35,800	30	0	450	Hard clay, sand and stones	
	Ste. Anne de Sorel .	40	876	535	435¾	87,150	30	0	450	Soft clay	
	Batture Perron.........	15	336	251	187	37,400	30	0	450	Clay, sand and stones...	
	Batiscan Traverse.. ..	9	192	144½	136	27,200	30	0	450	Grey clay with large stones.	
	Grondines (clearing caved bank)..	3	60	9	1	200	27	6	300	Gravel and stones.......	
		184	4,044	2,670	1,393¼	278,650					

Lafontaine (No. 5) . .	Becancour	30	660	463¼	72	21,600	30	0	450	Hard clay and stones. . . .	Capt. A. Marcotte.
	Champlain.	41	900	489½	190	57,000	30	0	450 to 750	" "	
	Longueuil	114	2,508	1,930	450	135,000	30	0	500 to 700	" "	
		185	4,068	2,882¾	712	213,600					
Baldwin (No. 6). . . .	Champlain.	36	792	592¼	218	64,500	30	0	450 to 750	Clay, sand and stones. . .	Capt. L. Dauphinais.
	Longueuil	37	816	626¼	124	36,720	30	0	500 to 700	Hard clay and stones. . .	
	Ste. Anne de Sorel	113	2,484	1,821¾	2,155	646,500	30	0	450	Clay.	
		186	4,092	3,040¼	2,497	747,720					
J. Israel Tarte (No.7)	Lake St. Peter	160	3,556	1,985½	. . . .	1,984,510	30	0	300 to 650	Soft blue clay.	Capt. J. L. Michaud.
						4,047,530					

RIVER ST. LAWRENCE SHIP CHANNEL BETWEEN MONTREAL AND QUEBEC.

CLASSIFICATION of Disbursements for Fiscal Year ended June 30, 1906.

Vessels.	Fuel.	Wages.	Board.	Stores and materials.	Repairs—Labour.	Expenditure New Plant, Rebuilding, Shipyard, &c.	Proportion of General and Office Expenses, &c.	Expenditure for each vessel.	Stone-lifter Service Elevator Dredges.	Tug Service.	Inspection Towing, Sweeping, &c.	Total cost of operations of each Dredge and Plant during Fiscal Year.	Total Expenditure on different appropriations.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dredge Laval (No. 1)	7,192 94	7,254 12	2,570 62	1,791 19	11,670 10		5,272 78	35,751 75	640 39	8,008 35	6,427 98	50,828 47	
Tug Portneuf	1,146 80	2,952 52	1,078 35	762 86	823 59		1,241 23	8,008 35					
Dredge Laurier (No. 2)	6,271 74	7,097 96	2,575 38	2,223 06	9,248 50		4,712 08	32,128 72	640 38	10,058 56	6,427 99	49,255 65	
Tug Cartier	1,837 70	4,052 28	1,592 25	483 36	536 79		1,556 18	10,058 56					
Dredge Lady Aberdeen (No. 3)	6,974 38	5,942 18	2,507 83	2,150 56	8,096 56		4,391 28	30,062 79	640 39	9,755 83	6,427 98	46,886 99	
Tug Emilia	1,734 30	3,722 10	1,373 13	484 31	932 58		1,509 44	9,755 83					
Dredge Lady Minto (No. 4)	5,985 04	7,084 09	2,542 98	2,388 97	11 666 02		5,125 71	34,792 81	640 38	8,878 65	6,427 98	50,739 82	
Tug Champlain	1,325 40	3,857 73	1,385 10	378 49	558 69		1,373 24	8,878 65					
Dredge Lafontaine (No. 5)	8,256 82	6,169 65	2,586 54	2,174 85	11,675 55		5,334 54	36,137 95	640 39	12,530 06	6,427 99	55,736 39	
Tug Lac St. Pierre	2,838 80	3,953 30	1,543 67	872 19	1,384 26		1,937 84	12,530 06					
Dredge Baldwin (No. 6)	7,235 24	7,124 08	2,554 09	2,012 25	12,400 19		5,430 57	36,756 42	640 38	11,816 17	6,427 98	55,640 95	
Tug St. Jean Iberville	2,105 60	4,058 68	1,597 12	616 92	1,608 52		1,829 33	11,816 17					
Dredge J. Israel Tarte (No. 7)	30,124 05	13,486 94	4,209 93	10,699 73	16,041 76		12,873 55	87,435 96		17,376 09	12,855 98	117,668 03	426,756 30
Tug Montcalm	2,063 30	4,110 71	1,563 78	635 59	1,141 47		1,747 68	11,262 53					
" Carmelia	1,090 40	2,215 14	750 17	460 15	647 65		950 03	6,113 56					
Tug Jesse Hume (Divided ⅛ to each elev. dredge. Add 2/8 to hyd. dredge.)	1,128 00	2,355 58	853 93	581 92	363 09		964 75	6,247 22					
Str. Eureka	1,480 50	2,910 70	1,561 13	1,186 07	836 42		1,466 92	9,441 74					
" Frontenac	2,749 50	5,690 79	3,383 16	2,390 16	2,773 25		3,115 61	20,102 47					
" Jas. Howden	2,954 65	4,367 84	2,516 72	1,861 36	1,510 29		2,421 59	15,632 45					
Stone-lifter No. 2 (Divided equally between elev. dredges.)	51 70	670 82	219 45	80 64	139 60		213 61	1,375 82					
" No. 3	145 70	1,111 92	343 67	229 28	252 97		382 95	2,466 49					
Dredging at Longueuil—													
Dredge King Edward, W. J. Poupore Co. Ltd.													
Dredging								4,970 00					5,012 00
nspection								42 00					
Construction for dredging fleet—													
Floating machine shop						494 41							
Tug Portneuf (No. 10)						5,931 23							

Tug (No. 16)	....	....	....	....	....	149 63	....	....	....	....	....	....	....
Reconstruction dumping scows Nos. 1 & 3	....	....	....	....	....	4,219 88	....	....	....	....	....	....	....
" " No. 2	....	....	....	....	....	1,933 65	....	....	....	....	....	....	....
New upper works tug Jesse Hume	....	....	....	....	....	4,881 08	....	....	....	....	....	....	17,609 94
Improvements to shipyard—													
Power-house	....	....	....	....	....	9,158 07	....	....	....	....	....	....	....
Electric plant	....	....	....	....	....	21,572 47	....	....	....	....	....	....	....
Wharf No. 4	....	....	....	....	....	8,814 19	....	....	....	....	....	....	....
Pile driver	....	....	....	....	....	1,848 75	....	....	....	....	....	....	....
Saw-mill	....	....	....	....	....	41,262 72	....	....	....	....	....	....	....
Boiler shop, new tools and machinery	....	....	....	....	....	10,304 17	....	....	....	....	....	....	....
Blacksmith's shop "	....	....	....	....	....	1,746 30	....	....	....	....	....	....	....
Machine shop "	....	....	....	....	....	195 35	....	....	....	....	....	....	....
Steam fitter shop "	....	....	....	....	....	381 72	....	....	....	....	....	....	....
Ship yard water works	....	....	....	....	....	6,183 28	....	....	....	....	....	....	....
" " railway	....	....	....	....	....	1,399 13	....	....	....	....	....	....	102,866 15
Stores and materials	....	....	....	....	....	4,631 28	....	....	....	....	....	....	4,631 28
	94,692 56	100,129 13	39,308 97	34,463 91	94,307 85	125,107 37	63,853 88	431,768 30	3,842 31	78,423 71	51,423 88	426,756 30	556,875 67

RIVER ST. LAWRENCE SHIP CHANNEL BETWEEN MONTREAL AND QUEBEC.

Details of Dredging, Locality and Cost per Cubic Yard for Fiscal Year ended June 30, 1906.

Dredges.	Total Cost of Operations of each Dredge and Plant during Fiscal Year.	Number of Days in Operation, each Dredge.	Cost per Day, Operations of Dredge and Plant.	Days working each Locality.	Cost of Work, each Locality.	Total Cost of Operations of each Dredge.	Number of Cubic Yards dredged, each Locality.	Total Cubic Yards for each Dredge.	Cost per Cubic Yard, each Locality.	Average Cost per Cubic Yard for each Dredge.	Kind of Material Dredged.	Locality of Dredging.
	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.			Cts.	Cts.		
Laval (No. 1	50,828 47	185	274,74	12	3,296 97		4,200		$78\frac{49}{100}$		Hard clay and stones	Bécancour.
			274 74	20	5,495 00		14,350		$38\frac{29}{100}$		" "	Cap Madeleine.
			274 74	153	42,036 50		125,450		$33\frac{50}{100}$		Hard-pan clay, stones and some shale.	Longueuil.
						50,828 47		144,000		$35\frac{29}{100}$		
Laurier (No. 2)	49,255 65	185	266 24	91	24,228 44		147,150		$16\frac{45}{100}$		Clay and sand	Champlain.
			266 24	58	15,442 27		195,700		$7\frac{89}{100}$		Clay	Ste. Anne de Sorel.
			266 24	36	9,584 91		65,500		$14\frac{64}{100}$		Clay, sand and stones	Batture Perron.
						49,255 65		408,350		$12\frac{06}{100}$		
Lady Aberdeen (No. 3)	46,886 99	180	260 48	147	38,291 04		254,300		$15\frac{05}{100}$		Sand, hard clay and stones	Champlain.
			260 48	22	5,730 63		12,400		$46\frac{21}{100}$		Hard clay and stones	Bécancour.
			260 48	11	2,865 32		4,000		$71\frac{63}{100}$		Clay and stones	Cap Madeleine.
						46,886 99		270,700		$17\frac{32}{100}$		
Lady Minto (No. 4)	50,739 82	184	275 75	18	4,963 67		22,800		$21\frac{77}{100}$		Hard clay and stones	Bécancour.
			275 75	72	19,854 72		68,100		$29\frac{15}{100}$		" "	Cap Madeleine.
			275 75	27	7,445 47		35,800		$20\frac{79}{100}$		" "	Champlain.
			275 75	40	11,030 36		87,150		$12\frac{65}{100}$		Soft clay	Ste. Anne de Sorel.
			275 75	15	4,136 42		37,400		$11\frac{05}{100}$		Clay, sand and stones	Batture Perron.
			275 75	9	2,481 87		27,200		$9\frac{12}{100}$		Greyclay with large stones	Batiscan Traverse.
			275 75	3	827 31		200		$413\frac{65}{100}$		Gravel and boulders	Grondines (clearing caved bank).
						50,739 82		278,650		$18\frac{20}{100}$		
Lafontaine (No. 5)	55,736 39	185	301 27	30	9,038 32		21,600		$41\frac{84}{100}$		Hard clay and stones	Bécancour.
			301 27	41	12,352 39		57,000		$21\frac{67}{100}$		" "	Champlain.
			301 27	114	34,345 68		135,000		$25\frac{44}{100}$		" "	Longueuil.
						55,736 39		213,600		$26\frac{09}{100}$		
Baldwin (No. 6)	55,640 95	186	299 14	36	10,769 22		64,500		$16\frac{69}{100}$		Clay, sand and stones	Champlain.
			299 14	37	11,068 40		36,720		$30\frac{14}{100}$		Hard clay and stones	Longueuil.
			299 14	113	33,803 33		646,500		$5\frac{22}{100}$		Clay	Ste. Anne de Sorel.
						55,640 95		747,720		$7\frac{44}{100}$		
J. Israel Tarte (No. 7)	117,668 03	160	735 42	160	117,668 03		1,984,510				Soft blue clay	Lake St. Peter.
						117,668 03		1,984,510		$5\frac{92}{100}$		
Dredge King Edward, W. J. Poupore Co. Ltd.					5,012 00	5,012 00	14,200	14,200		$35\frac{29}{100}$	Hard clay and stones	Longueuil.
	426,756 30	1,265		1,265	431,768 30	431,768 30	4,061,730	4,061,730				

DREDGING PLANT.

The following is a description of the dredging plant in November, 1906, owned and operated by the Department of Marine and Fisheries in connection with the River St. Lawrence Ship Channel:—

DREDGES.

The Elevator Dredge 'Laval' (No. 1) wooden hull.

Length over all, 150 feet.
Breadth of beam, 30 feet.
Depth of hold, 14 feet.
Average draught, 11 feet.
Greatest working depth, 43·5 feet.
Hull built in Ottawa in 1894.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Laurier' (No. 2), wooden hull.

Length over all, 168 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.
Average draught, 10 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1897.
¾ cubic yard buckets for hard-pan.
Working capacity per day in fairly stiff clay, 2,000 to 3,000 cubic yards.

The Elevator Dredge 'Lady Aberdeen' (No. 3), steel hull.

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8·5 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lady Minto' (No. 4), steel hull.

Length over all, 148 feet.
Breadth of beam, 32 feet.
Depth of hold, 13 feet.
Average draught, 8·5 feet.
Greatest working depth, 42·5 feet.
Built at Sorel shipyard in 1900.
Steel buckets.
Working capacity per day in hard material, 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Lafontaine' (No. 5), wooden hull.

Length over all, 168 feet.
Breadth of beam, 32 feet.
Depth of hold, 14 feet.

Average draught, 9 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1901.
Steel buckets.
Working capacity per day in hard material. 1,000 to 2,000 cubic yards.

The Elevator Dredge 'Baldwin (No. 6), wooden hull.

Length over all, 165 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Average draught, 8 feet.
Greatest working depth, 45 feet.
Built at Sorel shipyard in 1902.
1 cubic yard buckets strengthened for fairly hard material.
Working capacity per day in medium material, 2,500 to 3,500 cubic yards.

The Hydraulic Dredge 'J. Israel Tarte' (No. 7), steel hull.

Length over all, 160 feet.
Breadth of beam, 42 feet.
Depth of hold, 12·5 feet.
Average draught, 6 feet.
Length of suction frame, 80 feet.
Greatest working depth, 50 feet.
Built at the Polson Iron Works, Toronto, in 1902.
Working capacity per day in soft material, 12.000 to 20,000 cubic yards.

Discharge Pipe and Pontoons of Dredge 'J. Israel Tarte' (No. 7).

23 lengths of pipe, 36 ins. diameter by 100 feet long.
1 length of pipe, 36 ins. diameter by 35 feet long.
23 pairs of pontoons for floating pipes, 42 ins. diameter by 90 feet long.

Winch Scow 'No. 3' for Dredge 'J. Israel Tarte' (wooden hull).

Length over all, 60 feet.
Breadth of beam, 18 feet.
Depth of hold, 6 feet.
Built at Sorel shipyard in 1902.

Winch Scow (wooden hull) for Dredge 'J. Israel Tarte' (with steam boiler and steam winch.

Length over all, 75 feet.
Breadth of beam, 25 feet.
Depth of beam 5·5 feet.
Built at Sorel shipyard in 1902.

The Suction, Hopper Dredge 'Galveston' (steel hull, twin screw).

Length over all, 233 feet.
Breadth of beam, 39 feet.
Depth of hold, 15 feet 5 in.
Draught when loaded with 1,800 tons, 14 ft. 9 in. aft., 31 ft. 1 in forward.
Greatest working depth, 55 feet.
Two suction pumps of Dutch type, 8 ft. 6 in. outside diameter.

Built in 1904.
Working capacity, 1,350 cubic yards in 45 minutes.
Hopper capacity, 1,400 cubic yards.

TUGS.

The Ice-breaking and Sweeping Tug 'Lady Grey' (steel hull, twin screw).

Length between perpendiculars, 172 feet.
Length over all, 183 feet 6 inches.
Breadth moulded, 32 feet.
Breadth extreme, 32 feet 3 inches.
Depth moulded, 18 feet.
Draft mean to bottom of flat plate keel (normal), 12 feet.
Draft mean, when ice-breaking, about 13 feet.
Displacement in tons at 12 ft. draft, 1,070.
Mean speed at 12 ft. draft on 6 runs over measured mile base, 14 knots.
Built by Vickers, Sons & Maxim, Ltd., Barrow-in-Furness, in 1906.

The Tug 'Frontenac' (composite hull).

Length over all, 113 feet.
Breadth of beam, 23 feet.
Depth of hold, 10 feet.
Average draught, 9 feet.
Built at Sorel shipyard in 1901.

The Tug 'Eureka' (steel hull).

Length over all, 100 feet.
Breadth of beam, 22 feet.
Depth of hold, 12 feet.
Average draught, 11 feet.
Built in Glasgow, Scotland, in 1893.

The Tug 'James Howden.' (wooden hull).

Length over all, 100 feet.
Breadth of beam, 21 feet.
Depth of hold, 10 feet.
Average draught, 7·5 feet.
Built at Sorel shipyard in 1903.

The Tug 'St. Jean-Iberville' (steel hull).

Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 12 feet.
Average draught, 10 feet.
Built at Sorel shipyard in 1897.

The Tug 'Lac St. Pierre' (wooden hull).

Length over all, 100 feet.
Breadth of beam, 21 feet.
Depth of hold, 10 feet.
Average draught, 7·6 feet.
Built at Sorel shipyard in 1901.

The Tug 'St. Francis' (wooden hull).

Length over all, 80 feet.
Breadth of beam, 17 feet.
Depth of hold, 10·8 feet.
Average draught, 9 feet.
Built in 1875.

The Tug 'Cartier' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 18 feet.
Depth of hold, 9·5 feet.
Average draught, 8 feet.
Built at Sorel shipyard in 1893.

The Tug 'Emilia' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 7·5 feet.
Built at Sorel shipyard in 1898.

The Tug 'Champlain' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 7·5 feet.
Built at Sorel shipyard in 1901.

The Tug 'Jesse Hume' (wooden hull.)

Length over all, 72 feet.
Breadth of beam, 17·3 feet.
Depth of hold, 10 feet.
Average draught, 8·5 feet.
Built in Buffalo in 1878.

The Tug 'Montcalm' (wooden hull).

Length over all, 80 feet.
Breadth of beam, 23 feet.
Depth of hold, 8 feet.
Average draught, 6·5 feet.
Built at Sorel shipyard in 1903.

The Tug 'Carmelia' (wooden hull).

Length over all, 84 feet.
Breadth of beam, 17 feet.
Depth of hold, 9 feet.
Average draught, 7·5 feet.
Purchased in 1903.

COAL BARGES.

The Coal Barge 'No. 1' (wooden hull).

Length over all, 120 feet.
Breadth of beam, 24 feet.
Depth of hold, 10 feet.
Built at Sorel shipyard in 1898.

The Coal Barge 'No. 2' (wooden hull).

Length over all, 125 feet.
Breadth of beam, 25 feet.
Depth of hold, 11 feet.
Built at Sorel shipyard in 1900.

The Coal Barge 'No. 3' (wooden hull).

Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel shipyard in 1902.

The Coal Barge 'No. 4' (wooden hull).

Length over all, 98 feet.
Breadth of beam, 28 feet.
Depth of hold, 12 feet.
Built at Sorel shipyard in 1903.

Stone-lifter 'No. 2' (wooden hull).

Length over all, 80 feet.
Breadth of beam, 25 feet.
Depth of hold, 9·8 feet.
Rebuilt at Sorel shipyard in 1897.

Stone-lifter 'No. 3' (wooden hull).

Length over all, 108 feet.
Breadth of beam, 34 feet.
Depth of hold, 14 feet.
Built at Sorel shipyard in 1903.

Sounding Scow (wooden hull).

Length over all, 60 feet.
Breadth of beam, 25 feet.
Depth of hold, 6 feet.
Built at Sorel shipyard in 1898.

Coal Scow 'No. 2' (wooden hull).

Length over all, 54 feet.
Breadth of beam, 18 feet.
Depth of hold, 4 feet.
Built at Sorel shipyard in 1892.

Six Lodging Scows (wooden hulls).

Rebuilt from old dump scows and fitted out as lodging scows for crews of dredges and tugs of ship channel fleet, at Sorel shipyard in 1899, 1901, and 1902.

HOPPER SCOWS.

1 Hopper Scow (wooden hull) with hydraulic power for closing gates.

Length over all, 97 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 9 feet.
Capacity, 200 cubic yards.
Built at Sorel shipyard in 1897.

2 Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 90 feet.
Breadth of beam, 18 feet.
Depth of hold, 7 feet.
Capacity, 150 cubic yards.
Built at Sorel shipyard in 1898.

4 Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.
Breadth of beam, 24 feet.
Depth of hold, 9 feet.
Capacity, 200 cubic yards.
Built at Sorel shipyard in 1899 and 1901.

5 Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 98 feet.
Breadth of beam, 24 feet.
Depth of hold, 9·5 feet.
Capacity, 300 cubic yards.
Built at Sorel shipyard, 2 in 1901, 3 in 1902.

2 Hopper Scows (wooden hulls) with hydraulic power for closing gates.

Length over all, 97 feet.
Breadth of beam, 24·5 feet.
Depth of hold, 9 feet.
Capacity, 300 cubic yards.
Built at Sorel shipyard in 1903.

APPENDIX No. 13.

ANNUAL REPORT OF THE OFFICER COMMANDING MARINE STEAMERS, &c., OF CANADA.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit a report on the several services under my superintendence. These services embrace the following branches at headquarters:—

Dominion Steamers,
Dominion Cruisers,
Pilotage,
Investigations into Wrecks,
Fisheries Intelligence Bureau.

Separate report on investigations into wrecks forms an appendix hereto, and the reports on the work of Dominion cruisers, and Fisheries on Intelligence Bureau, will be found in the Fisheries report.

I have much pleasure in testifying to the good work done by captains and officers of the various vessels under my command during the past year.

The following vessels comprise the Dominion steamer fleet. These vessels are employed nearly exclusively in lighthouse and buoy work:—

Lansdowne,
Aberdeen,
Druid,
Brant,
Quadra,
Lady Laurier,
Gulnare,
Minto,
Stanley,
Maisonneuve,
Frontenac,
Shamrock,
Scout,
Reserve,
Champlain,
Montcalm,

The steamers *Minto* and *Stanley* keep up communication between Prince Edward Island and the mainland during the winter.

The *Gulnare* is employed in the tidal survey work, and a synopsis by Doctor W. Bell Dawson of the work done by her will be found in the chief engineer's report.

The *Gulnare* was employed at survey work in the River St. Lawrence, under Mr. J. W. Stewart, during the season of 1905.

The *Maisonneuve* is principally employed in patrolling the channel between Kingston and Quebec for the purpose of ascertaining if the buoys, &c., are in position.

The *Bayfield* is employed, under Mr. J. W. Stewart, officer in charge of the hydrographic surveys, in Lake Superior. A full report of his work will be found elsewhere.

The *Frontenac* is a powerful tug, employed in the St. Lawrence ship channel, under the direction of Mr. Cowie.

The *Shamrock* is employed under Mr. U. P. Boucher, agent of the Department of Marine and Fisheries in Montreal, in the buoy service between Montreal and Quebec.

The *Scout* and *Reserve* are two vessels employed under the commissioner of lights in the lighthouse and buoy service between Montreal and Kingston.

The cruiser fleet consists of the following ships, and a report of the work done by each will be found in the Fisheries report:—

Petrel,
Canada,
Princess,
Osprey,
Curlew,
Constance,
Falcon,
Kestrel,
Vigilant,

The following are the dimensions, speed, armament, &c., of the different vessels controlled by this department:—

'MINTO.'

The *Minto* is an iron steamer 225 feet long, 32 ft. 6 in. beam, and 20 ft. 6 in. depth, with a gross tonnage of 1,099 tons, indicated horse power 2,900. She is commanded by Captain A. Finlayson, and, as before stated, she is principally employed in keeping winter navigation open between P. E. Island and the mainland, but during the past season she has been very actively employed in assisting in the erection of different Marconi stations in the Gulf and River St. Lawrence, and also in testing the capabilities of these stations in regard to the distance communication can be carried on. This vessel is fitted with the Marconi apparatus.

'LANSDOWNE.'

The *Lansdowne* is a wooden steamer, commanded by Captain Bissett, employed in lighthouse and buoy work in the Bay of Fundy. She recently had new boilers fitted and she is now ready for a considerable period of further service. She is 188 feet long, 32 ft. wide, 15 ft. deep, with a gross tonnage of 680 tons.

'GULNARE.'

This vessel is commanded by Captain T. Taylor, and is employed entirely on survey work. Her dimensions are as follows:—

Steel vessel 137 ft. long, 20 ft. 5 in. broad, and 13 ft. 6 in. depth; gross tonnage, 262 tons.

'MAISONNEUVE.'

The *Maisonneuve* is a screw steamer 75 ft. 7 in. long, 9 ft. 7 in. broad, and depth of hold 7 ft. 3 in., with a gross tonnage of 26 tons.

'ABERDEEN.'

This vessel is employed in lighthouse and buoy work in the Halifax agency. She is an iron screw steamer 180 ft. long, 31 ft. broad and 16 ft. deep, with a tonnage of 674 gross. She has been fitted with Thornycroft-Marshall water-tube boilers, and they have given every satisfaction.

'PETREL.'

This vessel is a steel screw cruiser 116 ft. long, 22 ft. beam and 10 ft. 3 in. depth, with a gross tonnage of 192 tons. She has done most excellent work in Lake Erie, looking after United States fishermen, but for the last few seasons she has been found too slow to cope with the American steam tugs which are used for fishing purposes on the upper lakes. It was therefore decided to replace her with a very much larger and faster ship, and send the *Petrel* to the Atlantic coast where steam fishing vessels are not in use, and she will only have to cope with sailing schooners. She is commanded by Captain Kent.

'STANLEY.'

The *Stanley* is an iron screw steamer 207 ft. long, 21 ft. beam, and depth of hold 19 ft., with a gross tonnage of 914 tons. She is commanded by Captain A. Brown. This vessel is principally used to keep communication up between P. E. Island and the mainland during the winter season, but like the *Minto*, this year she has been employed in erecting and testing the different Marconi stations placed by the government in the Gulf of St. Lawrence.—*Fitted with Marconi apparatus.*

'OSPREY.'

This is a sailing schooner, employed in the Fisheries Protection Service on the Atlantic coast. She is 127 ft. long, and was built in Shelburne, Nova Scotia, and for some years was the fastest sailing schooner on the Atlantic coast. She is still very fast but there is no doubt that some of the United States fishing schooners are as good as she is now. She was commanded during the season by Acting Captain Graham.

'DRUID.'

The *Druid* is a lighthouse and buoy ship employed in the Quebec agency. She is a twin screw steamer 160 ft. long, breadth 30 ft., depth of hold 12 ft. 5 in., with a tonnage of 503 tons, and is fitted with triple expansion engines. She was built by Messrs. Fleming & Ferguson, Paisley, Scotland, in 1903, and is commanded by Captain Koenig.

'BRANT.'

The *Brant* is employed in the lighthouse and buoy service in Prince Edward Island. This is a wooden steamer 100 ft. long over all, 19 ft. broad and 8 ft. deep. This vessel is also employed in the fisheries protection service when necessity arises. She is commanded by Captain McKinnon.

'QUADRA.'

This vessel is employed in lighthouse and buoy service in British Columbia. She is an iron steamer 174 ft. long, 31 ft. beam, and a depth of 13 ft. 6 in., with a gross tonnage of 573 tons. She is commanded by Captain Hackett. This vessel, though doing good work on the Pacific, is not large enough or fast enough for the large number of extra aids to navigation which it is considered necessary to place on this coast, and I would recommend that a vessel more suitable for the work which has to be performed, should be built as soon as possible.

'PRINCESS.'

The steamer *Princess* was purchased during last season, and has taken the place of *La Canadienne,* and does exactly the same patrol work, under the command of Commander Wakeham. The *Princess* is a steel screw steamer, built in 1896 at Grangemouth, in England; she is 165 feet long, 26 ft. beam, and her depth of hold is 17.7 ft.; her gross tonnage is 542, and she was purchased from the Charlottetown Steam Navigation Company. *La Canadienne* was handed over to the hydrographic survey for survey work in the lower St. Lawrence.

'SHAMROCK.'

This vessel is employed in the buoy service between Montreal and Quebec. She is a steam barge 117 ft. long, 25 ft. beam, and 9 ft. 7 in. deep, with a gross tonnage of 237 tons. She is under the charge of Mr. U. P. Boucher, agent of the Department of Marine and Fisheries in Montreal.

'CURLEW.'

This is a twin screw iron steamer 116 ft. long, 19 ft. 8 in. wide, and 11 ft. 3 in. deep; gross tonnage, 158 tons. She is employed in fisheries work in the Bay of Fundy and western coasts of Nova Scotia, and is under the command of Acting Captain P. Robinson. She also assists in marine work when necessary.

'CONSTANCE.'

The *Constance* is a sister ship of the *Curlew* and is employed in revenue work in the River St. Lawrence and Atlantic coast. She is controlled entirely in regard to her movements by the Customs Department, but is managed in reference to expenditure, crew, &c., by this department. She is commanded by Captain May.

'LADY LAURIER.'

The *Lady Laurier* is a twin screw steel steamer, commanded by Captain Johnston. She is 214 ft. 9 in. long, 34 ft. 2 in. broad with a depth of 17 ft. 2 in., tonnage gross

1,051. She is employed in the lighthouse and buoy service on the Atlantic coast and is attached to the Nova Scotia Agency. She was built in 1902 to take the place of the late steamer *Newfield.* She is a very powerful and staunch steamer eminently fitted for the work she has to perform.—*Fitted with Marconi apparatus.*

'SCOUT' AND 'RESERVE.'

Are two steamers used in connection with the buoy service between Montreal and Kingston. The *Reserve* is used for sweeping the river and is also used for towing scows employed for the purposes of placing buoys in position. The *Scout* is furnished with electric light and a powerful searchlight. Her dimensions are 103 ft. 6 in. long, 25 ft. 6 in. beam, depth 9 ft. 2 in., gross tonnage 175.

'FALCON.'

The *Falcon* is a small steamer employed in the protection of the fisheries in British Columbia waters. She is 70 ft. 7 in. long, breadth, 17 ft. 8 in., depth, 7 ft. 4 in., with a gross tonnage of 71 tons. An account of her work will be found in Inspector Williams' report, in the fisheries part of the departmental report.

'KESTREL.'

The *Kestrel* is also employed in the protection of the fisheries in British Columbia waters. This vessel is 126 ft. long, 24 ft. beam, 12 ft. 2 in. depth, with a gross tonnage of 311 tons. She is a wooden vessel and commanded by Captain Newcomb. The conditions are so changed since this vessel was built, that she is now too slow, and it is recommended that a much faster and larger vessel be immediately built.

'CANADA.'

In reference to the five new steamers, the *Canada* is a twin screw small third class cruiser with a speed of 21¼ miles an hour. She was built by Vickers, Sons & Maxim, at Barrow in Furness, England, is armed with four 1½ pounder quick firing automatic mark 3, 1904 guns: two forward and two aft. Electrically lighted throughout and fitted with a very powerful searchlight. She arrived from England September, 1905, and has proved a very great success in the work for which she was designed to perform. It is the intention that this vessel should make a cruise of the West Indies during the winter. She carries a crew of 75 officers and men all told, and is fitted with the Marconi apparatus. Her dimensions are as follows:—200 ft. long, 25 ft. beam and 10 ft. 6 in. draft of water, with a gross tonnage of 850 tons. She is commanded by Captain Knowlton, and a number of the officers and crew have been through a course of instruction and received 1st class certificates in gunnery. This vessel is also armed in the way of small arms, with the new pattern Ross rifle, and the New Service D.A. Colt's revolvers. It was intended that this vessel should form the nucleus of the proposed Canadian Naval Militia.

'VIGILANT.'

The *Vigilant* is a steel twin screw, small 3rd class cruiser, built by the Polson Iron Works, Toronto. This vessel on her steam trial made a speed of 21½ miles an hour. She is 175 ft. long, 22 ft. beam, and draws 10 ft. of water. She is electrically lighted throughout and fitted with a powerful searchlight. She carries the same guns and the same small arms as the *Canada,* and is used for the protection of the fisheries on the great lakes in place of the *Petrel.* She is commanded by Captain Dunn. This vessel is the first of her class ever built in Canada, and is a credit in every way to the Polson firm of Toronto. She carries a crew of officers and men all told, of 53.

'MONTCALM.'

Is a screw steel ice-breaker, length over 252 ft., breadth outside 40·65 ft., depth bottom of keel to top of deck 19·05 ft., displacement 2,130 tons, two sets of triple expansion engines speed 13½ knots, with 4 Babcock & Wilcox water tube boilers, gross tonnage, 1,432 tons, indicated horse power 3,600, built by Messrs. Fleming & Ferguson, Paisley, Scotland. She is commanded by Captain Belanger.—*Fitted with Marconi Apparatus.*

'CHAMPLAIN.'

Is a single screw steel steamer. Length over all 132 ft., breadth outside 30 ft. 3 in., depth from top of deck to bottom of keel 11 ft. 3 in., displacement 550 tons, indicated horse power 850, her speed at trial 10½ knots, she is fitted with one simple compound, surface condensing engine, and one multitublar Scotch boiler. She is commanded by Captain McGough.

'LADY GREY.'

The department has had built this year a twin screw steel steamer for work in the St. Lawrence ship channel; she arrived from England late during thte past season, and was immediately put to work; she was built by Vickers Sons & Maxim of Barrow-in-Furness, England, and has proved a great success.

'ARCTIC.'

This vessel, after being overhauled and repaired, left for the northern waters of Canada on the 28th of July, 1906; it is the intention of the department that she should return some time next fall, and the attached reports that have already been received from Captain Bernier, the officer in charge, indicate that she is doing excellen't work.

In addition to the above named vessels, there are four sea-going steam patrol launches, used on the Atlantic coast for the protection of the fisheries; and two on the River St. Lawrence and the Ottawa river, in connection with aids to navigation.

NUMBER OF OFFICERS AND MEN MANNING GOVERNMENT VESSELS.

The officers and crews of Government Steamers number 950 men all told approximately.

C.G.S. 'Arctic,' Albert Harbour, Pond's Inlet,
Baffin Land, September 29, 1906.

The Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—It affords me pleasure to advise you that the *Arctic* is safe and sound in Albert harbour, Pond's inlet, Northern Baffin Land, where we met the sloop *Albert,* and the whaler *Eclipse,* by whom we sent this letter.

After our departure from Father point we had a good deal of fortune; we were fortunate in the choice of the route through the middle pack, and we arrived first at Pond's inlet on August 19, 1906. We then proceeded north through Navy Board inlet, and took possession of all the Parry Archepelago islands.

Commencing by Bylot island, Griffiths, Cornwallis, Bathurst, Byam, Martin, Melville, Prince Patrick, Emerald, Eglington, Garrett, Davy, Young, Russell, and Lowther islands, on the southern point of which I planted the flag, and called Colonel Gourdeau point; also please find photo' of same, with the state of the ice before we reached Melville island, and that of the first bear that paid his respects to His Majesty's ship, the *Arctic,* Albert harbour, Pond's inlet, where we are quartered for the winter; and different photos' of other views along our route so far.

We expect to leave here the latter part of July, for North Lincoln and Jones sound, and return after seeing the whalers that we have missed, on account of their being caught in the icepack, off Melville bay, about June. There are four of them.

We will proceed along Baffin Land to Cumberland sound, and Port Burwell, where we expect to receive news from civilization, and, after the season is over, will return home.

I remain, sir,
Your humble servant,
J. E. BERNIER,
Commanding Officer.

HALIFAX DOCK YARD.

The Royal Naval Dock Yards at Halifax were taken over by the Department of Marine and Fisheries on January 1, 1907. It is the intention of the department to install the whole of the departmental staff in Nova Scotia in the yard, and the transfer is now taking place.

A full report on this dock yard will be made later on.

Attached is a special report from the officer commanding the C.G.S. *Montcalm,* in regard to the ice-work performed by this vessel in the River St. Lawrence during the past season.

I have the honour to be, sir,
Your obedient servant,
O. G. V. SPAIN,
Commander Marine Service of Canada.

REPORT OF THE WORK DONE BY C.G.S. 'MONTCALM,' FROM DECEMBER 3, 1905, UP TO MARCH 31, 1906.

December 3.—Received orders from Department of Marine and Fisheries to get ready to proceed down to Manicouagan, Martin river, and to cut the ice ahead of the ss. *Lake Michigan.* We took coal and supplies on board for Manicouagan point, part of the day. Weather cloudy with light rain.

December 4.—At 3 p.m., left King's wharf and proceeded to Louise basin, and went alongside of the *Lake Michigan,* in order to be ready at daylight. Weather cloudy and calm.

December 5.—At 6.30 a.m. left Louise basin with the ss. *Lake Michigan.* Weather cold and fine, strong W.S.W. wind, river covered with ice from 5 to 8 inches thick. Proceeded ahead of her to cut the ice. At 4.30 p.m. stopped off Green island to let the pilot of the *Lake Michigan* get off, and then continued on. Strong west wind, ice light here. At 7 p.m. Bicquette light abeam. Shaped course for Manicouagan and set log.

December 6.—At 8.45 a.m. anchored at English bay in 25 fathoms, light S.W. wind with light snow. We landed all supplies for Messrs. Dobell and Beckett. At 11.35 a.m. finished landing supplies and proceeded for Martin river. At 1.45 p.m. Point des Monts light abeam, shaped course S.E. by E. ½ E., and set log. At 5.30 p.m. anchored at Martin river and took all working men on board. At 7.35 p.m., left Martin river and proceeded up. Light snow and calm.

December 7.—At 12.20 a.m., Matane light abeam, four miles off, light N.E. wind with light snow. At 3.25 a.m., Father point abeam. At 7.30 a.m., Green island light abeam, with thick snow and calm. Met thick ice from White island to Quebec. At 3.15 p.m. arrived at Quebec and came alongside Pointe à Carcy wharf. Weather fine and clear.

December 8.—Lying at Pointe à Carcy wharf. Awaiting high tide to go to Davie's dock to change blades. Weather cloudy and strong N.E. wind throughout.

December 9.—Lying at Pointe à Carcy wharf. Awaiting orders from Mr. Davie to go across to change our blades. Weather fine and clear, with strong N.E. wind throughout.

December 10.—Lying at Pointe à Carcy wharf. Light east wind, with thick snow throughout.

December 11.—At 4 p.m., left Pointe à Carcy wharf and proceeded to Lévis dock. Tried to get in, but could not, the water not having risen enough. Had to go back to Pointe à Carcy wharf at 6 p.m., and moored her for the night. Weather cold and river covered with ice.

December 12.—Lying at Pointe à Carcy wharf. Waiting for the high tide to get on the dock. N.E. wind, light, with light snow. River covered with ice.

December 13.—At 7 a.m. left Pointe à Carcy wharf and proceeded across to Davie's dock, and got in all right. Light E.E.E. wind, with light snow throughout. At low tide Mr. Davie started to work to take off the blades. River full of ice.

December 14.—Lying at Mr. Davie's dock, working at every low tide changing blades. Weather fine and clear and cold, with light N.W. wind.

December 15.—Lying at Mr. Davie's dock and still working at the blades. Finished putting blades on at noon. At 8 p.m., at high water, left Mr. Davie's dock and came across to Pointe à Carcy wharf. Weather fine and cold throughout with northerly wind.

December 16.—Lying at Pointe à Carcy wharf. S.W. wind and weather fine. River covered with ice. At noon received orders to proceed up the river to pick up a buoy reported adrift in the ice. At 1.30 p.m., proceeded up as far as St. Nicholas, but could not see the buoy reported adrift. At 4 p.m., came back alongside Pointe à Carcy wharf.

December 17.—Lying at Pointe à Carcy wharf all day. Weather fine and calm throughout.

December 18.—At 10.35 a.m., left and proceeded up the river looking for a buoy reported adrift. Went as far as St. Nicholas, where we found the buoy adrift; we picked it up and proceeded down. At 12.30 p.m. came alongside of Kings wharf, and landed the buoy on the wharf, and then proceeded to Pointe à Carcy wharf. Light S.W. wind and weather fine throughout. Ice drifting down the river freely.

December 19.—Lying at Pointe à Carcy wharf taking coal all day. Light E.N.E. wind, and weather fine. Ice in the river running down freely.

December 20.—Lying at Pointe à Carcy wharf all day. Weather fine and calm. Thick ice in the river.

December 21.—Lying at Pointe à Carcy wharf, with strong easterly winds and snow. At 3 p.m. a blinding snow storm with gales from N.E. High water at 1.40 p.m., and at 3 p.m. current still running down, proceeded up as far as the bridge, found the river covered with heavy ice and batture ice. Making fast, had great difficulty turning the ship towards Quebec. Arrived at Pointe à Carcy wharf at 5 p.m. Still blowing a gale, with blinding snow.

December 22.—At 7 a.m., left Pointe à Carcy wharf and proceeded up the river as far as St. Nicholas. Strong S.E. wind, with heavy snow, river covered with ice, but running down freely. At 9.45 a.m. came alongside Pointe à Carcy wharf.

December 23.—Lying at Pointe à Carcy wharf all day. Light westerly wind, and weather fine throughout. Ice running down the river freely.

December 24.—Left Pointe à Carcy wharf at 8 p.m., and proceeded up to Cape Rouge. River covered with ice, the batture ice getting larger opposite Fairchild's point up as far as Point Confederation. Ice running down freely. At 9.40 a.m. came alongside Pointe à Carcy wharf.

December 25.—Lying at Pointe à Carcy wharf all day. Light S.W. wind, and weather fine. First part fine, and light snow during latter part. The officers and quarter-masters received instructions, while at the wharf, to pay great attention to the rising of the tide and the running down of the ice.

December 26.—At 10.50 a.m., left and proceeded with ebb tide, meeting a great quantity of ice, but nothing heavy. Ship going ahead full speed as far as St. Nicholas wharf, but a heavy snow squall made us stop going ahead and forced us to keep her in the middle of the channel. At 12.20 p.m., put back for Quebec. Light S.W., with snow. At 2 p.m., came alongside Pointe à Carcy wharf.

December 27.—Lying at Pointe à Carcy wharf all day. Light S.W. wind, and weather fine throughout. Light ice on the river to-day.

December 28.—Lying at Pointe à Carcy wharf all day. Weather very fine and very mild. Crew employed washing ship. Light ice running in the river.

December 29.—At 12.55 p.m.. left and proceeded up the river with strong N.E. wind, with thick snow. At 2 p.m. turned back at Point Confederation, at 2.50 p.m. came alongside Pointe à Carcy wharf. Ice light and running down freely.

December 30.—Lying at Pointe à Carcy wharf all day. Light N.E. wind, with light snow, and weather very mild.

December 31.—Lying at Pointe à Carcy wharf all day. Light W.S.W. wind and weather cloudy and mild. Ice light in the river.

January 1.—Lying at Pointe à Carcy all day. Weather fine and calm throughout. Ice in the river very light.

January 2.—At 1 p.m., left Pointe à Carcy and proceeded up the river as far as Pointe aux Trembles. River covered with ice, but nothing heavy. At 4.45 p.m., came alongside the Pointe à Carcy wharf. Weather fine and cold, with light N.W. wind.

January 3.—At 1.35 p.m., left the Pointe à Carcy wharf and proceeded up the river as far as Point Confederation; river covered with ice, but nothing heavy—about 6 to 8 inches in thickness—and running down freely. At 3.20 p.m. came back to the Pointe à Carcy wharf. Weather fine and cool, with light W. wind.

January 4.—At 7.35 a.m., left the Pointe à Carcy wharf and proceeded up the river as far as St. Nicholas. Ice very heavy opposite Cape Rouge. At 9.35 came alongside Pointe à Carcy wharf. Strong N.E. wind, with heavy snow storm. At 3.40 p.m., proceeded up the river again. Blinding snow storm, with easterly gale. Went up as far as the Quebec bridge. Ice running slowly on account of this heavy wind. At 5.55 p.m., came back alongside the Pointe à Carcy wharf for the night.

January 5.—At 7 a.m., left Pointe à Carcy and proceeded up the river as far as Cape Rouge bay. Heavy packed ice formed in the bridge up as far as Cape Rouge, but we cut it through up and down the river. At 10 a.m. came back alongside Pointe à Carcy wharf. Light S.W. wind, weather fine and cold.

January 6.—At 7 a.m.. left Pointe à Carcy and proceeded up the river. Weather fine, with light west wind. At 8 a.m.. turned back off Point Confederation. At 8.30 a.m., came alongside Pointe à Carcy wharf. Light scattered ice running down freely.

January 7.—At 7 a.m., left Pointe à Carcy and proceeded up the river. Light N.W. wind, weather fine and cold. At 8 a.m.. turned around opposite Cape Rouge bay and proceeded down. the river covered with ice, but nothing heavy. At 8.55 a.m. came alongside Pointe à Carcy wharf.

January 8.—At 8 a.m., left Pointe à Carcy and proceeded up the river as far as St. Nicholas wharf. River covered with heavy ice from the bridge to Confederation point. We cut it through and let it run down freely. At 10 a.m., came alongside Pointe à Carcy wharf. At 2 p.m.. left the wharf and proceeded out to look for one of the gas buoys adrift: we picked up the buoy and laid it on the King's wharf, then returned to Pointe à Carcy wharf.

January 9.—At 9 a.m., left Pointe à Carcy and proceeded up the river. Weather very cold and vapour rising from the water. Went as far as Cape Rouge, at 10.25 a.m. turned back, ice heavy and packed from the bridge up to Confederation point. The 'jam' was solid; we cut through it until it broke away. At 11 a.m. it started running down. Came back alongside the Pointe à Carcy wharf.

January 10.—At 9 a.m. left Pointe à Carcy wharf and proceeded up the river as far as Confederation point. River covered with ice. but not very heavy. At 11.25 a.m. we cut the ice at the Beauport 'batture,' to keep the channel open. At 12.15

a.m. came back alongside the Pointe à Carcy wharf. Light N.W. wind, weather fine and cold.

January 11.—At 9.35 a.m. left Pointe à Carcy and proceeded up the river. Light S.W. wind, cloudy and mild weather. At 10.40 a.m. turned back to go down to Pointe à Carcy. River covered with heavy ice from the Quebec bridge to Cape Rouge, but it was running down freely. At 11.45 a.m. arrived at berth at Pointe à Carcy wharf.

January 12.—At 10 a.m. left Pointe à Carcy wharf, steamed up the river. Fresh N.W. wind with snow. Turned back opposite Cape Rouge at 11.05. Ice heavy, but running down freely. Put the ship in her berth at 11.35 a.m., at Pointe à Carcy.

January 13.—Lying at Pointe à Carcy wharf all day. Light W.S.W. wind. Weather fine and mild throughout the day. Ice running down the river freely.

January 14.—Lying at Pointe à Carcy wharf all day. Strong N.E. wind and cloudy weather.

January 15.—Left the Pointe à Carcy wharf at 11.30 a.m., and steamed up the river. Strong N.E. wind, weather cloudy. River covered with heavy packed ice for about one-half of a mile from the Quebec bridge up. The ship stopped several times in this 'jam,' but after some work we managed to cut through, and it started running down at 1 p.m. Went up as far as the Confederarion point, and came back to the Pointe à Carcy wharf at 2 p.m.

January 16.—At 1 p.m. left from Pointe à Carcy wharf and went up the river as far as Cape Rouge bay. River covered with ice, but running down freely. At 2.55 p.m. came alongside the Pointe à Carcy wharf.

January 17.—At 1.30 p.m. left from Pointe à Carcy and proceeded up the river, fresh W.S.W. wind and weather fine; found the ice stopped from Quebec bridge up to Cape Rouge; very heavy jam. We cut through about a half-mile and the ship stuck fast and would not go astern. We tried to back her until dark, and then we stopped the engines and transported coal from the fore-hold to the after bunkers. At 11.50 p.m. she backed off the jam with difficulty. The ice in the jam was from 10 to 15 feet thick. We had to work for twelve hours at it before ship could be freed and the jam started. At midnight, working the ship with the jam the best I could astern and ahead until we were down off the piers of the Quebec bridge, from there I managed to turn the ship and work my way down to Pointe à Carcy.

January 18.—At 1.10 a.m. came alongside Pointe à Carcy wharf. Light west wind, weather fine. Waiting for daylight to go back in the jam. At 7.30 a.m., light N.E. wind, with thick snow. At 1.50 p.m., left Pointe à Carcy and proceeded up the river. Fresh N.E. wind with thick snow. Went up to Cape Rouge bay. Ice heavy and packed, but running down freely. At 4.25 p.m. came back alongside the Pointe à Carcy wharf.

January 19.—At 7.30 a.m. left Pointe à Carcy and proceeded down the river, for the ss. *Bavarian,* with a party of inspectors and others. Light west wind; weather fine and cold. At 10.30 a.m. came alongside the ss. *Bavarian* and landed the passengers on board. At 1.15 left the ss. *Bavarian* and proceeded up the river. At 3.45 p.m. came alongside the King's wharf, and landed the party and proceeded up as far as Cape Rouge. Came alongside the Pointe à Carcy wharf at 5.20 p.m., in very heavy ice. Ice very heavy also as far as Cap Rouge, but it is running down freely.

January 20.—At 4 p.m. left Pointe à Carcy and proceeded up the river in a heavy snow storm. Went up to the Quebec bridge. River covered with ice, but running freely. Strong N.E. wind with snow. Came back to the Pointe à Carcy wharf at 5.35 p.m.

January 21.—Lying at Pointe à Carcy wharf all day. Light E.N.E. wind, with rain. Ice running down the river freely.

January 22.—At 7 a.m. left Pointe à Carcy and proceeded up the river. Light east wind and weather very mild. Steamed up to Cape Rouge. Ice running down freely. Went to cut some ice for Mr. E. Dussault, at the head of his wharf under construction. At 10.15 a.m. arrived back at Pointe à Carcy wharf.

January 23.—Lying at Pointe à Carcy wharf all day. Received orders to have the ship ready to go to Seven islands, to take coal and provisions on board. Light east wind. Weather thick. Thick ice running down the river.

January 24.—Lying at Pointe à Carcy wharf all day. Still taking coal on board. Weather fine and calm. Ice running down freely in the river.

January 25.—Lying at Pointe à Carcy wharf all day. Ship ready for trip down to Seven islands, waiting for orders to go. Light E.N.E. wind, with light snow.

January 26.—At 7 a.m. left Pointe à Carcy and proceeded for Seven islands, with gentlemen, mail and medicine supply on board. Light S.W. wind, weather cloudy. River covered with ice. At 9.25 Crane island light abeam. Ice very heavy. At 5.40 p.m. Picquet light abeam, three miles off. Changed course E. by N. and could not set log on account of ice. Ice very heavy from Quebec to Bic. Ice from Bic down to Seven islands not quite so heavy. At midnight off Pointe des Monts, about six miles off, same weather.

January 27.—At 12.30 a.m. changed course N.E. by E. ½ E. Fresh S.W. wind, and weather cloudy. At 2 a.m. thick snow. At 3.40 a.m. stopped off Seven islands, waiting for daylight. Strong S.W. wind, and thick snow. Cast the lead 130 fathoms deep. At 7 a.m. weather got clear, proceeded into the bay. Ice from the out island into the bay is from 20 to 24 inches thick. At 10 a.m. stopped inside Sandy point, and landed all supplies. At 2 p.m. left Seven islands bay and proceeded out. Strong W.S.W. wind. At 2.45 p.m. ship one mile off Carousel island. S.W. by W. ¼ W. Light ice. At 7.20 p.m. Pointe des Monts abeam, six miles off. Changed course W. by S. ¼ S. At midnight off Father oint. Light S.W. wind, and weather very thick. Light ice running slowly.

January 28.—At 2.10 a.m. anchored three miles east of Bicquet in 18 fathoms of water. Light S.W. wind, and weather very thick. Waiting for daylight. At 6.30 a.m. proceeded up. Light S.W. wind and smoky weather. At 1 p.m. Kamouraska light abeam. At 4.10 p.m. Crane island light abeam. At 6.25 p.m. arrived at Quebec and came alongside Pointe à Carcy wharf. Light N.W. wind, and weather fine.

January 29.—At 11 a.m. left Pointe à Carcy wharf and proceeded up the river as far as Cape Rouge. Light westerly wind and weather very cold, and thick vapour rising from the river. At 1 p.m. came back alongside of Pointe à Carcy wharf. Ice running down freely.

January 30.—At 11.55 left Pointe à Carcy wharf and proceeded up the river as far as Cape Rouge. River covered with ice running down freely. At 1.25 p.m. came back alongside Pointe à Carcy wharf.

January 31.—Lying at Pointe à Carcy wharf all day. Light east wind, with light snow throughout, and weather very mild.

February 1, 1906.—At 1.10 p.m. left Pointe à Carcy wharf and proceeded up the river with the Marine Engineers' Association of Canada on board. At 2.40 p.m. turned off St. Nicholas and came down the river as far as St. Joseph de Lévis. At 4 p.m. came alongside Pointe à Carcy wharf. Light east wind, weather mild and cloudy. Landed all engineers.

February 2.—Lying at Pointe à Carcy wharf, weather very cold, vapour rising from the river very thick, ice running down freely.

February 3.—At 1 p.m. left Pointe à Carcy wharf and proceeded to Mr. E. Dussault's wharf to cut the ice at the end of the wharf as far inside as possible for the safety of the ship, and also proceeded up the river and found that the ice from the bridge up to Cap Rouge was stopped, we cut it up and down twice, and the last time the ice started to run down freely; it was very heavy. At 4 p.m. came back alongside Pointe à Carcy wharf. Light N.N.W. wind, weather very cold and vapour rising from the river very thick.

February 4.—Lying at Pointe à Carcy wharf all day. Light N.E. wind, with snow throughout and weather mild.

February 5.—At 7.20 a.m. left Pointe à Carcy wharf and proceeded up the river. Light N.W. wind. Weather fine and cold. Went up as far as Point Confederation.

At 10 a.m. came back alongside Pointe à Carcy wharf; from the bridge up to Cap Rouge ice very heavy, but running down freely.

February 6.—At 7 a.m. left Pointe à Carcy wharf and proceeded up the river. Light N.W. wind, weather very cold. Went up as far as Point Confederation. At 9 a.m. came back alongside Pointe à Carcy wharf. Vapour rising from the river very thick. River covered with light ice running down freely.

February 7.—At 7 a.m. left Pointe à Carcy wharf and proceeded up the river as far as St. Nicholas wharf. Ice running down freely, weather very cold, fresh N.W. wind. Vapour rising from the river very thick. At 9.30 p.m. came back alongside Pointe à Carcy wharf.

February 8.—At 8 a.m. left Pointe à Carcy and proceeded up the river. We found ice stopped from Sillery pointe up to Cap Rouge; went up and down through it twice, as far as Point Confederation, with difficulty, but the ice started running down freely. Also went to cut the ice at Mr. Dussault's wharf, and large piece off Beauport batture ice. At 1 p.m. came back alongside Pointe à Carcy wharf. Fresh easterly wind, weather cloudy.

February 9.—Left Pointe à Carcy at 9.30 a.m. and proceeded up the river. N.E. wind, with snow. Went as far as Point Confederation. River covered with heavy ice, but running freely, and also was down to Mr. Dussault's wharf at 11.30 a.m. Came back alongside Pointe à Carcy wharf with snow at 2 p.m. Heavy snow storm, with gale of E.N.E. wind.

February 10.—Left Pointe à Carcy at 8.45 a.m. and proceeded up the river as far as St. Nicholas. River covered with heavy ice, and met a large field of batture ice, cut through it and let the ice run down freely. At 12.10 p.m. came back alongside Pointe à Carcy wharf. Light S.W. wind, weather fine.

February 11.—Left Pointe à Carcy at 8 a.m. and proceeded down to cut the ice off Mr. Dussault's wharf. Working two hours; cut about 100 feet inside the end of his wharf, which was as far as we could go with the ship on account of the depth of the water. Also proceeded up the river as far as Cap Rouge; ice heavy, but running down freely. At 11.40 a.m. came back alongside Pointe à Carcy wharf. Weather fine and calm throughout.

February 12.—At 8.30 a.m. left Pointe à Carcy and proceeded down to Mr. Dussault's wharf and cleared away all the ice we had cut yesterday, about 100 feet inside the end of the wharf. Weather fine, with light S.W. wind. At 9.30 a.m. came back alongside Pointe à Carcy wharf.

February 13.—At 8.30 a.m. left Pointe à Carcy to proceed down to Mr. Dussault's wharf, and we cut the ice a little farther inside than yesterday; worked at it two hours, and came back alongside Pointe à Carcy wharf at 10.30 a.m. Light S.W. wind, weather fine. Ice running down in the river freely.

February 14.—At 1.45 p.m. left Pointe à Carcy and proceeded up the river as far as the bridge; river covered with ice and running down slowly. Strong easterly wind, with blinding snow storm. At 3 p.m. came back alongside Pointe à Carcy wharf, the storm still raging.

February 15.—At 1.45 p.m. left Pointe à Carcy and proceeded up the river as far as Cap Rouge. Strong easterly wind, with heavy snow. River covered with heavy ice, but running down freely. At 3.15 p.m. came back alongside Pointe à Carcy wharf with difficulty on account of thick snow. Weather fine and clear at 4.30 p.m.

February 16.—At 1.35 p.m. left Pointe à Carcy and proceeded up the river. Light N.W. wind, weather fine and cold. Turned off Cap Rouge bay. River covered with heavy thick ice running down freely, and also cut a large piece off Beauport batture. At 4.45 p.m. came back alongside Pointe à Carcy wharf.

February 17.—At 1.30 p.m. left Pointe à Carcy and proceeded down to Mr. Dussault's wharf. Broke up all new ice and some of the old, and got inside as much as we could. Saw sand and mud rising to the surface of the water. Worked about two hours. Also proceeded up the river as far as Cap Rouge; ice very heavy, but running freely down. At 4.30 p.m. came back alongside Pointe à Carcy wharf. Light N.W. wind, and weather very fine.

February 18.—Lying at Pointe à Carcy wharf all day. Light N.E. wind; weather fine and mild. Ice running down freely.

February 19.—Lying at Pointe à Carcy wharf all day. Weather fine and mild. Very little ice on the river to-day.

February 20.—At 6.30 a.m. left Pointe à Carcy wharf and proceeded up the river as far as Point Confederation. Light ice on the river. Weather cloudy and thick snow. At 8.30 a.m. came back to Pointe à Carcy wharf.

February 21.—Lying at Pointe à Carcy wharf all day, took coal. Weather calm, with light rain throughout.

February 22.—Lying at Pointe à Carcy wharf all day. Light N.W. wind. Weather very fine throughout. Crew employed painting outside of ship.

February 23.—At 6.30 a.m. left Pointe à Carcy and proceeded out. Light N.E. wind, and weather very fine. Working cutting ice at end of Mr. Dussault's wharf for about one hour, and also up the river as far as Cap Rouge bay. Met only light scattered ice running down freely. At 9.25 a.m. came alongside Pointe à Carcy wharf. Crew employed painting ship.

February 24.—Lying at Pointe à Carcy wharf all day. Weather fine, mild and calm throughout. Crew employed painting and cleaning ship.

February 25.—Lying at Pointe à Carcy wharf all day. Weather cloudy and calm. Very little ice on river to-day. At 7 p.m. heavy rain.

February 26.—Lying at Pointe à Carcy wharf all day. Light easterly, with thick snow. Light ice on river to-day.

February 27.—Lying at Pointe à Carcy wharf all day. Light S.W. wind. Weather very mild. Light ice on river. Crew very usefully employed.

February 28.—At 9 a.m. left Pointe à Carcy wharf and proceeded down to Mr. Dussault's wharf. Worked one hour cutting ice at end of wharf as far inside as possible for safety of ship, also went up the river and found a large piece of batture ice jammed from the bridge up for about two miles, very heavy, from two to three feet thick; took four hours to cut it through. At 2.30 p.m. ice started to run down freely. Fresh N.W. wind. Weather fine and cold throughout. At 3 p.m. came back alongside Pointe à Carcy wharf.

March 1.—At 11 a.m. left Pointe à Carcy and proceeded up the river. Fresh west wind, and weather very fine but cold. At 12.45 p.m. turned off Point Confederation; river covered with ice, but nothing heavy, and running down freely. At 1.40 p.m. came back alongside Pointe à Carcy wharf.

March 2.—Lying at Pointe à Carcy wharf all day. Light S.W. wind and weather fine. Crew employed for painting.

March 3.—Left Pointe à Carcy at 12.20 p.m., and proceeded down to cut the ice at the end of Mr. Dussault's wharf; worked at it one hour, also proceeded up the river as far as Cap Rouge bay. River covered with ice, but running down freely. Fresh east wind, with thick snow. At 2.25 p.m. came alongside Pointe à Carcy wharf, same weather.

March 4.—Lying at Pointe à Carcy wharf all day. Fresh N.E. wind, with heavy snow storm. At noon light snow; ice running freely.

March 5.—Left Pointe à Carcy at 2 p.m. and proceeded down to cut the ice at the end of Mr. Dussault's wharf. We worked at it one hour, and also proceeded up the river as far as Cap Rouge bay. River covered with ice, but running freely. Light northerly wind. Weather fine and clear. Came back to Pointe à Carcy wharf at 4.30 p.m.

March 6.—Lying at Pointe à Carcy wharf all day. Light west wind and weather fine throughout. Crew employed painting ship. Light ice running down the river.

March 7.—Lying at Pointe à Carcy wharf all day. Light west wind. Weather fine and mild throughout. Crew employed cleaning and painting ship. Light ice running down the river.

March 8.—Left Pointe à Carcy wharf at 2.30 p.m., with Civil and Mining Engineers' Association party on board, sent by J. U. Gregory, Esq., and proceeded up the river as far as Point aux Trembles. Light ice in the river. Weather fine and mild. Came alongside Pointe à Carcy at 4.50 and landed all the party; same weather.

March 9.—Lying at Pointe à Carcy wharf all day. Weather cloudy and calm throughout. Crew employed cleaning ship.

March 10.—Left Pointe à Carcy wharf at 6 a.m., and proceeded down to cut the ice at the end of Mr. Dussault's wharf; we worked at it one hour, and also proceeded up the river as far as bridge. Light ice running down freely. S.W. wind, weather fine and very mild throughout. Came alongside Pointe à Carcy wharf at 8 a.m.

March 11.—Lying at Pointe à Carcy all day. Strong S.W. wind and weather fine. At noon large piece of batture ice running down freely.

March 12.—Lying at Pointe à Carcy wharf all day. Light S.W. wind and weather fine. Light ice running on the river. Crew variously employed.

March 13.—Left Pointe à Carcy at 9.15 a.m. and proceeded up the river as far as Point Confederation. Light N.W. wind. Weather fine and cold. Came alongside Pointe à Carcy wharf at 11.30 a.m. Light ice running down freely.

March 14.—Lying at Pointe à Carcy wharf all day. Fresh N.W. wind. Weather fine and very cold throughout. Light scattered ice running down the river. Crew employed variously.

March 15.—Left Pointe à Carcy at 9.30 and proceeded down to Mr. Dussault's wharf to cut the ice. We worked at it for one hour and also proceeded up the river as far as Point Confederation. River covered with ice, but nothing heavy, and running down freely. Came alongside Pointe à Carcy at noon. Weather fine and calm throughout.

March 16.—Lying at Pointe à Carcy wharf all day. Light S.W. wind, and weather fine throughout; light ice running down the river. Crew employed variously.

March 17.—Left Pointe à Carcy at 1 p.m., and proceeded up the river as far as Cap Rouge. River covered with new ice, but nothing heavy, and also proceeded down to cut the ice at Mr. Dussault's wharf. Fresh S.W. wind, and weather very fine throughout. Came alongside Pointe à Carcy wharf at 3.20 p.m.

March 18.—Lying at Pointe à Carcy wharf all day. Light N.W. wind. Weather fine and very could throughout.

March 19.—Lying at Pointe à Carcy wharf all day. Weather fine and clear. Wind variable throughout.

March 20.—Lying at Pointe à Carcy all day. Received order to get ready for Seven Islands trip, taking coal and provisions and also supplying with medecines, &c., &c. Strong easterly wind, with heavy snow throughout. Ship ready for sea at 5.30 p.m.

March 21.—Left Pointe à Carcy at 7 a.m., and proceeded down the river for Seven Islands, with Mr. Scott, Judge Simard, Dr. Beaumier, Mr. Cinq-Mars to represent *La Presse,* Mr. Sirois, of the *Soleil,* and Mr. Prince, for *La Patrie,* and also four policemen. Light S.W. wind, and weather cloudy. Heavy ice from Bellechasse island down to the lower pier of the Traverse at 10.40 a.m. Strong S.W. wind, light scattered ice as far as Cap au Saumon, but from there down to Bic no ice. Bicquette at 4.40 p.m. abeam. Shaped course for Pointe des Monts, met heavy ice off Father Point and cut it through as far as Godbout river, at Pointe des Monts lighthouse 10.40 p.m. abeam. Shaped course for Seven Islands. Light S.E. wind, and weather cloudy; light ice. Off Egg island at midnight.

March 22.—At 2.45 a.m. stopped off Seven Islands, and waiting for daylight. At 5.25 a.m. got under way, and at 6.30 a.m. stopped off Seven Islands village in the ice from 2 feet thick, and landed Mr. Scott, Judge Simard and Dr. Beaumier, also landing all supplies and giving order not to let anyone on board from the shore, and not allowing any of the crew to go ashore on account of contagious diseases. 2 p.m., blowing a heavy gale from S.E., with thick snow. Lying in the bay of Seven Islands, hard and fast in the ice, waiting on those gentlemen. At 10 p.m. wind shifted to W.S.W., with the same velocity, and the ice in the bay beginning to break off. Had to drop anchor.

March 23.—Lying in the bay of Seven Islands waiting for Judge Simard, Mr. Scott and all the other gentlemen. Strong N.W. wind. Weather fine and very cold, At 4.30 p.m. Judge Simard came on board. Had to wait here for the other gentlemen. Held for the night.

March 24.—At 2 p.m. all these gentlemen arrived on board. At 3 p.m. left Seven Islands and proceeded out. Light N.N.W. wind. Weather fine, but very cold. At 8 p.m. stopped off Pointe des Monts and landed the mail for Godbout. At 8.50 p.m. proceeded on our way up. At midnight off Metis. Ice very light.

March 25.—At 2.40 a.m. Bicquette abeam. Fresh N.W. wind and weather fine. At 4 a.m. slowed down off Basque island to wait for daylight. At 5.20 a.m. Green Island light abeam. Full speed. Met very heavy ice from White island up to Quebec. At 3.40 p.m. arrived at Quebec and came alongside of Pointe à Carcy wharf and landed all these gentlemen.

March 26.—Lying at Pointe à Carcy all day. Weather cloudy and calm. Ice in the river running down freely. Taking coal on board.

March 27.—At 8.15 a.m. left Pointe à Carcy wharf and proceeded down to cut the ice at Mr. Dussault's wharf, and a large piece of batture ice; working at it for one hour; also proceeded up the river as far as the Quebec bridge. Ice light, and running down freely. At 10.30 a.m. came alongside Pointe à Carcy wharf. Light S.E. wind and heavy rain and thick weather.

March 28.—Lying at Pointe à Carcy wharf all day, weather very fine and mild throughout; taking coal, crew employed painting ship.

March 29.—Lying at Pointe à Carcy wharf all day, light S.W. wind and weather fine and mild throughout, light ice running down the river, still taking coal.

March 30.—Lying at Pointe à Carcy wharf all day, weather fine, calm and very mild throughout, very light ice in the river, crew employed painting and scraping woodwork.

March 31.—Lying at Pointe à Carcy wharf all day; west wind, weather very fine, crew employed in painting, very little ice in river.

During these four months, distance running through ice was 2,987 miles.

I am, sir, your obedient servant,

CHARLES KOENIG,
Captain Canadian Government Steamer 'Montcalm.'

APPENDIX No. 14.

INVESTIGATIONS INTO WRECKS.

OTTAWA, CANADA, January 12 1907.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report upon the casualties and accidents that have occurred upon the coasts of Canada, and the Great Lakes, during the past season of navigation.

Investigations were held on the following vessels:—

Agnar-Monmouth, stranding of *Agnar* SS.; *Agnar-Thor,* collision; *Angola,* stranding; *Aranmore-Alexander Rudolph,* collision; *Clarisse,* stranding; *Elina,* stranding; *Etolia,* stranding; *Gaspesian-Elevator No. 7,* collision; *Golspie,* stranding; *Havanna,* collision; *Hazelton,* collision; *Hestia,* stranding; *Islander,* foundering; *Kensington,* stranding; *Mount Royal,* collision; *Mystic,* stranding; *Ottawa-Maude,* collision; *Pomeranian,* striking Father Point wharf; *Princess,* foundering; *Rembrandt,* foundering; *Resolute,* foundering; *Valencia,* stranding; *Victoria,* stranding.

The evidence and judgment in each of the above cases are on file in the Department.

The above list comprises all casualties of importance, which occurred during the past season, especially where loss of life ensued. My instructions are to investigate, as far as possible, but, it is out of the question that every casuality can be investigated as, owing to the fact that the department has very often to rely on the press for information with regard to shipping disasters; it, therefore, often is the case that accidents occur to vessels, and the facts do not become known to the department in sufficient time for an investigation to be carried on. If owners of vessels, and agents, would notify the department directly accidents occur, it would be of great benefit all round.

The St. Lawrence route has been singularly clear from accidents during the past season, none of any importance having occurred, with the exception of the *Mystic,* which went ashore on Crane island in July.

The total value of the trade of the St. Lawrence route for the fiscal year ending June 30, 1906, was $151,571,214, an increase of $30,637,660 over the year 1905.

The Shipping Casualties' Act has lately been amended, and the following changes have been made:—

1. A wreck commissioner has been appointed to hold investigations in all parts of the Dominion.
2. A statement of the case need not be issued as heretofore, before the commencement of the proceedings, where a certificate is to be dealt with; the defendant's certificate may be cancelled or suspended, after he has been furnished with a copy of a statement of the case, and had an opportunity of making a defence.
3. An investigation may be held into the stranding of any vessel, whether damaged or not.
4. Two assessors have been appointed, one each, for the ports of Montreal and Quebec; Captain Archibald Reid and Captain John Temple. These officers have been appointed for a term of three years.

A full statement of wrecks and casualties that have occurred during the twelve months ending June 30, 1905, in Canadian waters and to Canadian sea-going vessels in other waters, will be found in the supplement of this report.

I have the honour to be, sir,
Your obedient servant,
O. G. V. SPAIN,
Wreck Commissioner.

APPENDIX No. 15.

RECORD of Live Stock Shipped from Port of Montreal for the Fiscal Year 1905-6.

No.	Date.	Sheep.	Cattle.	Horses.	Hay for Feed.	Grain for Feed.	Number Men.
					Lbs.	Lbs.	
171	July 1, 1905, to Nov. 30, 1905............	15,188	91,366	530	27,629,910	5,997,908	3,706
66	May 1, 1906, to June 30, 1906............	3,889	35,505	38	9,688,050	2,970,730	1,391
237	Total for the year ending June 30..........	19,077	126,871	568	37,317,960	8,968,638	5,097

——	Sheep.	Cattle.	Horses.
Total for the year 1904–5..............................	49,422	108,553	279
" 1903–4..............................	57,741	133,594	361
" 1902–3..............................	44,330	101,508	456
" 1901–2..............................	46,350	71,639	1,089

† 19,833 United States cattle.

H. DELORME,
JAS. O'GRADY,
Inspectors.

RECORD of Live Stock Shipped from Port of Saint John, N.B., during Season of 1905 and 1906.

Date.	SHEEP.		CATTLE.				HORSES.	Hay for Feed.	Grain for Feed.	Number Men.
	Shipped.	Lost.	Fat.	Stokers.	Total.	Fat.	Shipped.			
Dec. 1905....	875	7	6,159	149	6,308	25	21	1,867,970	611,100	256
Jan. 1906....	597	14	7,916	84	8,000	13	16	2,270,045	674,800	316
Feb. 1906....	279	8	5,909	127	6,036	13	12	1,800,800	559,650	233
Mar. 1906....	60	......	5,519	60	5,579	23	16	1,631,565	538,300	212
April 1906....	2,160	3	7,500	120	7,620	18	14	1,949,360	660,800	301
	3,971	32	33,003	540	33,543	92	79	9,519,740	3,044,650	1,318

F. J. HARDING.

RECORD of Live Stock Shipped from Port of Halifax, N.S., during the Fiscal Year 1905-6.

No.	Date.	Steamer.	Destination.	CATTLE.		Hay for Feed.	Grain for Feed.	Number Men.
				Fat.	Total.			
1	Jan. 15..	Pretorian .	Liverpool..................	102	102	24,800	8,200	4
2	Feb. 13..	Salacia....	Liverpool and Glasgow......	377	377	102,000	31,500	15
3	Mar. 27..	Salacia....	Liverpool and Glasgow......	563	563	139,500	44,600	22
			Total for the year 1906....	1,042	†1,042	266,300	84,300	41

†202 were United States Cattle.

APPENDIX No. 16.

STATEMENT giving Names and Stations of Light-keepers, &c., in the Dominion.

ABOVE MONTREAL.

Name.	Station.	Appointed.	Salary.
			$ cts.
Armstrong, John	Kaministikwia River	April 28, 1894	300 00
Alexander, Andrew	Lamb Island	" 26, 1897	500 00
Armstrong, Robt	Richards Landing	June 23, 1904	40 00
Barnes, Isaac	Gravenhurst	Mar. 20, 1906	100 00
Baechler, F	South River	July 2, 1903	80 00
Baker, Henry F	Clapperton Island	Dec. 2, 1895	350 00
Boyd, Robert P	Cole Shoal	April 9, 1884	250 00
Boyd, Wm. S	Griffith Island	May 14, 1889	400 00
Butler, Silas L	Port Dover	July 15, 1897	300 00
Baxter, Wm. L	Brebœuf Range	Nov. 23, 1885	400 00
Boucher, Francois	Aylmer Island	" 17, 1882	175 00
Bamford, Robert	Bamford Island	June 21, 1888	250 00
Bertrand, Félix	Coulonge Lake	April 2, 1892	100 00
Boyd, Wm. M	Kagawong	" 13, 1893	72 00
Boyter, A. B	Narrow Island	Jan. 3, 1898	250 00
Boyter, David	Little Current lights	April 22, 1902	350 00
Brown, James	Southampton Harbour	June 29, 1904	150 00
Ball, J. H	Mississagi Strait, Light and Fog Alarm	May 7, 1900	750 00
Black, W. H	Kingsville Range	July 27, 1902	150 00
Borron, Mrs. E. B	French river Range	Jan. 30, 1903	500 00
Burmister, John F	Nottawasaga Island	May 2, 1904	500 00
Brophy, J. J	Brown or Knapp Point	" 9 1905	180 00
Claude, Benj	Dorval	Sept. 7 1872	300 00
Collins, Allen	Christian Island	Mar. 25, 1891	*425 00
Cross, Manly R	Gananoque Narrows and Jack Straw Shoal Light	Aug. 25, 1896	550 00
Campbell, Robert	Goderich	June 9, 1886	400 00
Craig, Wm	Thunder Cape Light and Fog Alarm	May 17, 1892	700 00
Cook, Sheldon B	Long Point Light and Fog Alarm	June 9, 1897	700 00
Campbell, John	McTavish Point	Nov. 18, 1896	100 00
Crevier, Dolphis	Pointe Claire	May 11, 1888	200 00
Cartier, H. J	Thames River	Oct. 19, 1884	425 00
Cooper, John	Port Arthur	" 14, 1882	†300 00
Cosgrove, George	Victoria Island, Lake Superior	Nov. 14, 1889	350 00
Columbus, Christopher	Penetanguishene and Whiskey Island	Mar. 18, 1893	400 00
Conover, Forrest H. C	Leamington	April 24, 1883	150 00
Cox, John	Morrison or Hawley Island	June 22, 1887	100 00
Chabot, Joseph	Papineauville Range	" 17, 1897	100 00
Connors, Frank	Point Pleasant	Oct. 13, 1898	300 00
Chase, H. J	Weller Bay	Nov. 4, 1898	150 00
Casgrain, Mrs. Kate	Glengarry or Stonehouse Point	May 29, 1903	50 00
Currie, Archibald	Tobermory	Oct. 12, 1903	250 00
Cowan, Thos. M	Stag Island Shoal	Nov. 3, 1903	150 00
Chapman, Richard	Cape Croker Light and Fog Alarm	" 13, 1902	1,050 00
Clark, jr., H	Port Colborne Breakwater, Light and Fog Alarm	May 30, 1904	600 00
Currie, Hector	Flowerpot Island	Aug. 18, 1904	300 00
Cross, J. W	Silver Islet Range	May 18, 1905	100 00
Casgrain, Réné	Caretaker, Cornwall lights	April 1, 1906	300 00
Davieau, Joseph	Corbay Point	May 27, 1890	350 00
Davieau, Hyacinthe	Michipicoten Island	July 1, 1881	400 00
Daoust, Dosithée	McKie Point	Sept. 21, 1893	175 00
Davis, John H	Pigeon Island	May 16, 1896	350 00
Dick, Andrew	Porphyry Point	Aug. 10, 1880	450 00
Dutcher, Samuel	Meaford	May 7, 1877	200 00
Darling, Thomas	Southeast Bay	Jan. 31, 1891	60 00
Dixon, Joseph G	Rosseau	July 21, 1890	100 00
Deault, Alphonse	Beauharnois Lights	April 14, 1903	*200 00
Demers, Wilbrod	Caribou Island Light and Fog Alarm	May 10, 1899	1,000 00
Dulmage, Dorland	Outer Drake or False Ducks Light and Fog Alarm	" 19, 1903	700 00
Duncan, H. G	Wilson Channel Range	—— 1905	350 00

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* Allowance of $10 per annum for boat.

† Allowance of $100 per annum, looking after lighted buoys in vicinity.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

ABOVE MONTREAL—*Continued.*

Name.	Station.	Appointed.	Salary.
			$ cts.
Ead, Mrs. C	Port Stanley	May 15, 1890	300 00
Felan, Maurice	Oakville	April 28, 1894	150 00
Fortier, David H. A	Port Colborne Range Lights and Fog Alarm	" 11, 1865	550 00
Fellowes, W. R	Rondeau Harbour	Dec. 18, 1888	†350 00
Filiatreault, Thomas	Coteau Landing	May 27, 1890	140 00
Fieldsted, T	Gull Harbour, Lake Winnipeg	" 6, 1904	150 00
Fitzpatrick, —	Trenton Harbour Range	Jan. 27, 1906	125 00
Gloude, Benjamin	Dorval	Sept. 7, 1872	300 00
Gillespie, Wm	Wolfe Island	Mar. 16, 1885	250 00
Gordon, Robert	Cobourg	May 16, 1883	180 00
Griffith, Alfred H	Giant Tomb	Sept. 17, 1898	250 00
Gourley, jr., John	Manitowaning	July 3, 1900	150 00
Gilbert, Philip	Wiarton Pole Light	Sept. 5, 1902	75 00
Graham, W	Graham Front Light on Wharf	Dec. 19, 1904	75 00
Gaulin, E. J	Pelee Passage	Aug. 2, 1904	500 00
Hackett, Mrs. A	Bois Blanc	June 27, 1901	435 00
Hill, Thomas H	Lancaster	Aug. 27, 1877	325 00
Haitze, Jean	Lonely Island	May 11, 1885	450 00
Hunter, David	Port Dalhousie	Oct. 29, 1879	350 00
Hawkins, David B	Peninsula Harbour	Aug. 31, 1891	500 00
Harvey, James	Thessalon	Nov. 23, 1897	300 00
Humes, David	Stribling Point Range	Aug. 27, 1902	180 00
Hughes, Wm	Red River, Man	Feb. 12, 1892	350 00
Johnson, Isaac S	Cherry Island	Nov. 5, 1883	300 00
Jeffrey, Carson	Nigger Island Shoal	April 28, 1894	200 00
Kingston City Clock	Corporation of Kingston	——— 1844	‡100 00
King, Peter	Slate Island Light	Nov. 17, 1903	400 00
Knapp, Charles	Lion's Head Wharf Light	Oct. 28, 1903	75 00
Kilroy, Wm	Arnprior Island	" 1, 1905	150 00
King, jr., J. J	Sulphur Island	May 15, 1905	300 00
Lidwell, J. J. (temporary)	Middle Island	June 2, 1906	350 00
Lambert, Wm. McGregor	Chantry Island and Light on Breakwater at Southampton	Oct. 1, 1880	500 00
Labelle, Louis	Deep River Islet,	May 5, 1897	100 00
Léger, Thomas	Lower End Lake St. Louis Lights and Lightships	Jan. 5, 1905	500 00
Lamondin, Louis	Gereaux Island	July 30, 1901	375 00
Lowe, Robert	Thornbury	April 12, 1887	80 00
Lowry, Robert M	Port Elgin	Mar. 14, 1896	80 00
Larochelle, J. A	Lake Temiskaming Lights	Oct. 6, 1899	250 00
Lidwill, John R	Pelee Island	July 10, 1899	300 00
Lacroix, H	Oka	Nov. —, 1898	130 00
Laberge, Albert	Green Shoal	May 20, 1902	200 00
Leblanc, J. B	Lower Narrows	Jan. 4, 1904	100 00
Lunan, J. W	Collingwood Lights	" 2, 1904	350 00
Langlois, L. C	Pelee Passage	Feb. 25, 1904	500 00
Lundy, Thos	Burlington Bay Lights	May 2, 1905	350 00
Lochore, James	Blind River Wharf	" 31, 1906	60 00
Manson, Wm. A	Pelee Passage, Lake Erie, Light and Steam Siren.	Nov. 11, 1902	650 00
Munroe, John Jacob	Lancaster Bar	June 8, 1892	300 00
Masson, Lucas H	Point aux Anglais	Sept. 4, 1897	200 00
Mongeon, Charles A	Way Shoal	May 23, 1887	100 00
Matheson, Norman	Cape Robert, Algoma	Oct. 7, 1896	350 00
Miller, John	Port Credit	Dec. 16, 1897	150 00
Morrison, Jonathan	Ferris Island	Mar. 24, 1898	200 00
Matheson, Angus	Gore Bay	July 10, 1903	350 00
Manson, John	Colchester Reef, Light and Fog Bell	May 1, 1880	850 00
Miron, Louis	Gargantua	Oct. 26, 1899	450 00
Murray, William	Barrifield Common Range	May 17, 1900	150 00
Montgomery, William	Eastern Gap Light, Toronto	Oct. 16, 1895	300 00
Mason, F. E	West End of Long Point	June 3, 1901	400 00
Manders, Samuel	Lower Allumette Lake	July 26, 1901	100 00
Martin, Edward	Michael Point	June 3, 1902	120 00
Masters, Fred	Niagara-on-the-Lake Fog Alarm	Nov. 12, 1904	400 00
Martin, Mrs. E. A	Boyd Island	Jan. 6, 1905	250 00
Matheson, Daniel	Black Bear Island, Lake Winnipeg	June 22, 1899	200 00

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* An annual allowance of $60 as house rent. † An additional $20 per month during winter when light in operation. ‡ Allowance of $3.50 per 1,000 ft for gas.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

ABOVE MONTREAL—*Continued.*

Name.	Station.	Appointed.	Salary.
			$ cts.
McKenzie, John	Presqu'Isle, Owen Sound, Georgian Bay	July. 14, 1873..	200 00
McDonald, Murdock	Point Clark	Jan 8, 1897..	400 00
McDonald, Amos	Salmon or Wicked Point	July 12, 1897..	300 00
McKillop, Donald	St. Anicet	June 8, 1892..	230 00
McKay, Chas. S	Battle Island	Aug. 27, 1877..	500 00
McKenzie, William	Strawberry Island	May 4, 1893..	300 00
McLeod, Mrs. E	McQuestion Point	Feb. 22, 1904..	100 00
McAulay, Donald	Saugeen	Mar. 16, 1899..	120 00
McDonald, Lauchlin D	Mississagi Island	May 16, 1896..	450 00
McCool, James	Fort William Beacon Light, Ottawa River	" 23, 1887..	90 00
McDevitt, Chas	Point au Baril Range	Mar. 1, 1897..	300 00
McKay, John	Lyal Island	Oct. 27, 1884..	450 00
McLean, Arch	Owen Sound	Dec. 23, 1897..	150 00
McGaw, Thos	Kincardine	June 13, 1899..	400 00
McDougall, Neil	Squaw Island	April 25, 1901..	200 00
McKinnon, A	Point aux Pins Lights	May 16, 1904..	400 00
McLeod, Kenneth	Cove Island Light and Fog Alarm	June 19, 1903..	750 00
McMenemy, Robt	Otter Island	Nov. 17, 1903..	400 00
McMaster, And	Nine Mile Point Fog Alarm	April 1, 1900..	200 00
McPherson, Geo	Bishops Bay	Mar. 28, 1904..	150 00
McSherry, Patrick	Gibraltar Point	May 2, 1905..	400 00
McNab, A.	Isle Perrot	" 20, 1905..	100 00
McLay, D. L	Stokes Bay Range	Aug. 25, 1904..	200 00
McKelvie, Geo.	Eastern Gap Fog Alarm, Toronto	June 13, 1905..	750 00
McKimmie, John	Niagara-on-the-Lake Range	Mar. 30, 1905..	150 00
McKay, John	Cockburn Island Wharf	July 1, 1906..	50 00
Neaves, Chas	Hamilton Island	July 10, 1906..	300 00
Osborne, Chas	Bronte, Ont	Oct. 20, 1906..	250 00
Ouelette, Godfrey	Buckom Point	Feb. 23, 1884..	200 00
O'Connor, P	Rainy River Lights	June, 23, 1904..	250 00
O'Brien, Wm	Pickering	April 14, 1904..	125 00
Ottawa Electric Light Co	Britannia	Oct. 1, 1904..	150 00
Purvis, John	Great Duck Island Light and Fog Alarm	Mar. 9, 1898..	700 00
Pettypiece, Stephen	Lime Kiln Crossing	May 11, 1888..	350 00
Prosser, John	Fox Island	Sept. 14, 1896..	250 00
Proudfoot, Thos	East Neebish, Upper Range	Nov. 4, 1898..	100 00
Poirier, Siméon	Point à Cadieux	May 4, 1904..	150 00
Port Darlington Co	Darlington		100 00
Perras, Adolphe	Welcome Island	May 10, 1906..	350 00
Rathbun Co	Deseronto	Oct. 14, 1884..	200 00
Rains, Evan	Shoal Point, Algoma	Nov. 24, 1884..	250 00
Rains, A. M	Sailors' Encampment	Aug. 1892..	64 00
Rains, W. W	Rains Wharf Range	" 1892..	7 00
Ritchie, John A	South Bay Mouth Range	Sept. 10, 1903..	150 00
Richardson, Wm. T	Michipicoten Hr., Algoma	Sept. 27, 1900..	200 00
Richardson, Thomas J	Western Islands Light and Fog Alarm	June 27, 1901..	80 00
Richmond, John A	Snug Harbour Range	Oct. 7, 1902..	350 00
Roussain, J. J	Coppermine Point	June 27, 1904..	100 00
Roque, Prank	Killarney Lights	Feb. 28, 1905..	400 00
Root, Albert	Grenadier Island	Dec. 15, 1863..	250 00
Roddick, Robert	Peter Rock, or Gull Island	Mar. 23, 1872..	500 00
Rowe, Geo. Albert	Telegraph Island	Oct. 25, 1895..	200 00
Ross, A. M	Wabbi River	" 25, 1895..	600 00
Rowan, James	Morris or Victoria Island	Dec 3, 1898..	120 00
Sinclair, John B	Providence Bay	Mar. 6, 1906..	390 00
Sauve, Honore	Caron Point	May 1, 1889..	60 00
Somers, Napoleon	Midland Point Range	June 19, 1900..	200 00
Shannon, William	Grosse Point or Valleyfield	Sept 27, 1866..	425 00
Shannon, George	" "	". 27, 1886..	175 00
Seguin, Grégoire	L'Original	May 8, 1894..	100 00
Snaw, Thos. K	Point Edward Range	Aurg 29, 1903..	150 00
Smithers, R. O	Mohawk Island	Mar. 31. 1896..	*400 00
Sutherland, Jno	Port Burwell	June, 18, 1894..	225 00
Schofield, Fergus	Port Maitland	Aprl. 10, 1871..	350 00
Simpson, Hedley V	Brighton Ranges	May 11, 1888..	540 00
Smith, H. E	Presqu'Isle	April 29, 1898..	350 00
Sullivan, Silas	Baskins Wharf	Dec. 22, 1896..	130 00
Sauvé, Honoré	Caron Point	Feb. 16, 1898..	60 00
Scott, Guy, J	Point Peter, Light and Fog Alarm	June 6, 1901..	650 00
Scott, Wm. J	Cornuna Range	April 23, 1901..	120 00

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* Allowance $10 per annum for boat service. † $10 per annum boat service.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

ABOVE MONTREAL—*Concluded.*

Name.	Station.	Appointed.	Salary.
			$ cts.
Stoeker, Jos. L	Ste. Anne de Bellevue	May 20, 1902	†125 00
Sweeney, Thomas	Tomahawk Island	Sept. 19, 1902	200 00
Sieard, X.	Graham Range, Back Light	April 29, 1905	75 00
Schade, John	Lake Cecele	Aug. 31, 1906	250 00
Taylor, Edward	Parry Sound Group	June 3, 1901	800 00
Thibault, John	North Sister Rock	Dec. 6, 1905	350 00
Thomas, John	Georges Island, Lake Winnipeg	Mar. 6, 1906	350 00
Veech, Stannes	Nine Mile Point Light	Mar. 7, 1894	450 00
Vallée, Charles	Hope Island	April 20, 1899	450 00
Vorce, Marcellus	South Bay Point	Nov. 21, 1902	200 00
Webster, Chas.	Cabot Head, Light and Fog Alarm	May 10, 1898	650 00
Whitmarsh, John	Snake Island	July 18, 1900	350 00
Weir, John C.	Belleville	April 4, 1901	200 00
Wemp, Daniel	Centre Brother Island	Jan. 9, 1901	200 00
Wilson, Robert	Campbell Island	" 8, 1905	150 00

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC.

Name.	Station.	Appointed.	Salary.
Abel, Phillias	Barre à Boulard, Back Range	June 23, 1903	75 00
Areand, Alfred	Seven Islands, Light and Explosive Signal Station	May 20, 1898	650 00
Auger, A.	L'Islet, Richelieu	Jan. 20, 1905	150 00
Aseah, James	Fame Point, Gaspé, Light and Fog Alarm	Sept. 2, 1880	700 00
Arseneau, Nectaire	Etang du Nord	July 21, 1891	350 00
Arpin, Joseph	Contrecœur Course, Front Light	Sept. 12, 1902	100 00
Bertrand, Louis	Champlain, Back Pole Light	Sept. 12, 1902	60 00
Baudet, Mrs. Laurent	Lotbiniere Front Light	" 3, 1903	80 00
Beaudet, George	Lotbiniere, Back Light	Jan. 4, 1883	80 00
Beaudet, Charles	Platon Range	Aug. 24, 1894	120 00
Beaumier, Elzéar	Cape de la Madeline Upper B.	Oct. 1, 1905	100 00
Bourque, Wilfrid	Bird Rocks, Light and Explosive Signal Station	Nov. 15, 1905	1,300 00
Bouilliane, Wm.	Lark Islet Light	Sept. 1, 1872	400 00
Bertrand, Auguste	Macquereau Point	Dec. 21, 1877	**300 00
Banville, Joseph	Matane Light	Feb. 1, 1897	300 00
Bourget, F.	Percé	Mar. 18, 1893	200 00
Breton, Narcisse	Rich Point	May 16, 1896	500 00
Bourget, Charles	Cape Despair	Nov. 1, 1897	†400 00
Bisson, Wm.	Grand River	Oct. 22, 1896	‡150 00
Bouchard, Louis	Cape Salmon Light and Fog Alarm	May 16, 1896	600 00
Boucher, Louis	Isle aux Raisins Range	April 13, 1898	240 00
Boulanger, H.	St. Thomas Wharf and Back Range Light	" 4, 1898	80 00
Bujold, Louis	Carleton	May 25, 1899	300 00
Boisvert, Aleide	Cape Charles, Front Light	July 23, 1901	150 00
Baron, Amedée	Cape Charles, Upper Back Light	June 26, 1901	90 00
Bouchard, George	St. Irenée	Aug. 31, 1901	§40 00
Bousquet, Felix	Vercheres Village Back Light	April 21, 1902	70 00
Bilodeau, Joseph O.	Bellechasse	June 15, 1903	350 00
Bergeron, Nap.	St. Antoine, Lotbiniere Front Light	Mar. 21, 1902	80 00
Bordua, Phileas	Ile Deslauriers, Front Light	April 21, 1902	120 00
Bourdages, Pitre	Point Echouerie	July 25, 1903	75 00
Boulliane, J. E.	Point Noire Range Lights	Jan. 18, 1904	200 00
Blanchet, J. G.	Father Point Fog Alarm	—— 1904	800 00
Brown, Charles	Pointe a-la-garde Lightship	June 26, 1904	300 00
Brunelle, Jos.	Batiscan	April 27, 1905	80 00
Belanger, F. L.	Ste. Félicite Fog Alarm	Jan. 14, 1905	600 00
Bouchard, Wilfrid	Eboulements	April 25, 1906	50 00
Boudrault, Eustache	Isle aux Codures	" 20, 1906	40 00
Carignan, P. L.	Champlain Main Light	Oct. 1, 1902	80 00
Cormier, Wm.	Amherst Island	April 26, 1871	350 00
Colton, P. J.	Belle Isle Light and Fog Alarm	Jan. 30, 1902	*1,100 00
Côté, Luc	Cape Chat Light and Explosive Signal Station	Dec. 3, 1901	*500 00
Campbell, John W.	Cape Norman Light and Fog Alarm	April 12, 1890	720 00
Costin, Eugene	Cape Rosier Light and Fog Alarm	Nov. 4, 1890	800 00
Chamberlain, Caroline	Oak Point Range Lights	Jan. 1, 1906	75 00

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* Allowance, $20 per annum for blowing fog horn; $12 per annum for keeping road in repair. † Allowance, $20 per annum for blowing fog horn. ‡ Allowance, $30 per annum for blowing fog horn. § Per season of navigation.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name.	Station.	Appointed.	Salary.
			$ cts.
Collins, Geo. F.	Entry Island, Magdalen Islands	July 30, 1901	250 00
Chenal, John A.	Grand Entry, Magdalen Islands	“ 4, 1901	50 00
Croteau, Télesbpore	Ste. Croix Front Range	Mar. 28, 1901	70 00
Chicoine, Alphonse	Isle Bouchard, Range Back Light	April 23, 1902	80 00
Chicoine, F. Xav.	Vercheres Traverse, Front Light	“ 21, 1902	80 00
Charbonneau, Phileas	“ “ Back Light	“ 21, 1902	70 00
Comtois, Joseph	Isle Ste. Thérese, Back Light, Isle Deslauriers, Range	Feb. 11, 1903	80 00
Carriere, H.	Boucherville, Isle St. Joseph	Aug. 26, 1903	80 00
Caisse, Louis	Petite Traverse, Contrecœur, Front Light	April 22, 1904	100 00
Caron, Alphonse	Lower Traverse, Light and Fog Alarm	Oct. 11, 1902	500 00
Coulombe, M.	Chlorydormes	“ 15, 1904	100 00
Chartier, Adolphe	Hochelaga Lights, Montreal Harbour	Aug. 5, 1904	25 00
Couillard, A.	East Point, Anticosti, Lightship	May 27, 1904	1,000 00
Chisholm, John	New Carlisle, Wharf Light	Aug. 1, 1903	
Chevrier, P.	Byron Island	June 23, 1905	400 00
Cunningham dit Caudé, E.	Cap aux Corbeaux, Bay St. Paul, Wharf Light	——— 1905	70 00
Caron, Elisse	Métis	April 1, 1906	300 00
Cournoyer, Pierre	St. Anne de Sorel F.	Mar. 28, 1906	100 00
Dermarais, Philéas	River St. Francis	July 2, 1897	†20 00
Demers, Antoine	Pointe a Basile, Back Light	“ 22, 1904	130 00
Douville, Elzéar	“ Front Light	Feb. 6, 1904	130 00
Doré, Francois	St. Antoine, Lotbiniere Back Light	Mar. 21, 1902	120 00
Dubois, Louis	Isle a la Bague	April 14, 1903	150 00
Dubois, Octave	Greenly Island, Light and Fog Alarm	Oct. 12, 1903	800 00
Ducharme, Jos.	St. Ours, Traverse	April 18, 1904	100 00
Duval, Norbert	Contrecoœur Course, Back Light	“ 22, 1904	100 00
Daigle, Nap.	Barre a Boulard, Front Range	May 28, 1904	200 00
Desbiens, Eugene	Poste St. Martin, Front Light	April 12, 1905	50 00
Electric Light Company of Roberval	Roberval Beacon Lights	June 21, 1899	100 00
Fournier, Alfred	Upper Traverse	April 14, 1900	600 00
Fugere, Léandre	Batiscan, Front Light	“ 29, 1868	80 00
Fiset, Jean H.	Lake St. Pteer, Lightship No. 2	“ 22, 1875	500 00
Fantaine Edmond	Cape Bauld, Lighthouse and Fog Alarm	— — 1905	800 00
Faffard, Victor	Point de Monts, Light and Explosive Signal Sta.	Aug. 1, 1889	††500 00
Farser, Pierre T.	Red Islet	April 12, 1890	§450 00
Ferland, Nap.	Ste. Petronille	Sept. 3, 1901	150 00
Fletcher, James	Longue Pointe, Traverse	May 16, 1904	125 00
Fournier, Arthur	Grande Vallée	Oct. 15, 1904	100 00
Filteau, E.	Ste. Emélie, Back Light	Mar. 16, 1905	80 00
Gingras, Omer	Becancour F.	Oct. 24, 1905	150 00
Geoffrion, Azarie	Varennes	May 1, 1903	70 00
Giguere, Denis	Lavaltrie Range	“ 24, 1870	300 00
Grenier, Solomon	Newport Point	June 3, 1897	150 00
Guyon, Joseph	Vercheres Village, Front Light	April 21, 1902	80 00
Gagné, Francois	L'Ange Gardien, Island Orleans, Front Light	Nov. 10, 1902	70 00
Granier, Henri	Bersimis, Range Lights	Aug. 8, 1903	100 00
Goudreault, Wm.	Isle au Belier, Lake St. John	Oct. 30, 1901	75 00
Girard, Henry	Murray Bay, Wharf Light	July 13, 1903	50 00
Godbout, Joachim	St. Laurent, Island of Orleans	April 15, 1904	300 00
Guyon, Ernest	Contrecœur, Vercheres Range, Back Light	Nov. 11, 1904	125 00
Goudreau, Mrs. Luce	Riviere du Moulin, Back Light	May 9, 1905	50 00
Hebert, Moise Manuel dit	Cap de la Magdeleine, Lower Range, Front Light	May 11, 1888	80 00
Harvey, André	Chicoutimi Wharf Light	“ 30, 1889	40 00
Houde, Emile	Grondines Point Range, Back Light	June 20, 1904	100 00
Horrie, Arthur	Port Daniel Wharf	——— 1906	100 00
Irvine, John T. A.	Red Island Lightship and Fog Whistle	Mar. 2, 1900	*500 00
Kennedy, Thomas	Sandy Beach	Aug. 9, 1904	400 00
Landry, Elie	Natastquan	June 25, 1906	250 00
Lacourse, Ernest	Cape Madeline Village	Mar. 13, 1906	200 00
Lafleche, Désiré	Lake St. Peter Lightship No. 1	April 12, 1887	450 00
Lachapelle, Jean B.	Repentigny, Front Light	Feb. 1, 1861	75 00
Langlois, Antoine	River du Chene, Langlais Point	July 11, 1888	125 00
Laliberté, Arthur	Ste. Emelie, Front Range	Sept. 24, 1880	90 00

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* Allowance, $100 per annum for horse-keep. ** Allowance, $25 per annum for hauling supplies. † Allowance, $700 for two assistants and $200 for board during season of navigation. Per month during season of navigation. With a crew for the vessel, paid by the department. † Per month during season of navigation. †† Allowance of $75 per annum for horse-keep. †† Allowance of $50 per annum for horse-keep. ö Allowance of $50 per annum for water, &c.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name.	Station.	Appointed.	Salary.
			$ cts.
Lord, Joseph	North of Halfway Point Range	May 5, 1903	170 00
Laporte, Ivon	Ile Marie Light, Bouchard Range	April 21, 1902	120 00
Lapointe, F. X	Isle a l'Aigle Range, Front Light	May 1, 1903	100 00
Lavoie, M	Riviere Valin Range	—— 1893	80 00
LeHuguet, Francois	Cape Gaspé Light and Explosive Signal Station	Oct. 22, 1896	650 00
Lindsay, Wm	Gaspé Wharf Light	June 14, 1900	42 00
Lindsay, R. W	Green Island Light and Explosive Signal Station	Sept. 25, 1888	650 00
Loisel, John	Paspebiac	Aug. 27, 1894	†150 00
LeBlanc, Régis	White Island Reef Light-ship and Fog Whistle	Jan. 11, 1878	‡500 00
Lemieux, Z	South-west Point, Anticosti	July 10, 1900	600 00
Lachance, Louis	St. John, Island of Orleans	Sept. 26. 1896	300 00
Leclerc, Geo	Pillars and Algernon Rock Lights	July 30, 1901	650 00
Lavoie, F	Anse St. Jean Wharf Light	Mar. 13, 1889	40 00
Levesque, Arthur	Grande Isle, Kamouraska	Feb. 19, 1901	400 00
Leclerc, Auguste	Martin River	Sept. 3, 1902	300 00
Lemieux, F. X	Barachois de Malbaie	Mar. 6, 1903	60 00
Laprise, Emile	Anticosti South, Point Light and Fog Alarm	April 18, 1903	800 00
Levesque, Dom	Pointe aux Origineaux	Oct. 5, 1903	350 00
Lepage, Joseph	St. Francis, Islands of Orleans, Front Liht	April 20, 1876	75 00
Lacroix, Frs. Joseph	Contrecœur Traverse, Front Light	" 14, 1904	75 00
Lacroix, Alfred	" " Back Light	July 26, 1904	100 00
Letendre, Louis	Ile de Grace, Sorel	April 1, 1906	100 00
Letourneau, Louis	Mont Louis	" 1, 1906	100 00
Lavoie, Ubaid	Rimouski Wharf	May 22, 1906	50 00
Lefrancois, X	St. Anne des Monts	——	100 00
Lanciault, Frs	Ste. Anne de Sorel, B	Mar. 28, 1906	100 00
Laporte, J. B	St. Ours Traverse, Front Light	—— 1904	125 00
Lefrancois, H	Ste. Anne des Monts	Oct. 15, 1904	100 00
Letourneau, Louis	Mont Louis	" 15, 1904	100 00
Lobel, Esdras	Lower Traverse Lightship	April 21, 1900	2,300 00
Labrouche, W	Monté du Lac or Cap Brulé	May 2, 1905	400 00
Lavallée, J	Flower Island, Nfld	April 12, 1905	600 00
Massicotte, Jos	Champlain, Upper Front	April 1, 1906	100 00
Manseau, Francois	Fort St. Francis	Mar. 27, 1900	240 00
Malo, Joseph	Isle Ste. Thérese, Lower Range	Feb. 1, 1897	130 00
Marchand, Ferdinand	Citrouille Point	April 27, 1896	200 00
Martin, Paul	St. Valentine Range	April 28, 1873	150 00
Molson, Mrs. Alexander	Molson's Island, Lake Memphremagog	From year to year	**2 50
Malouin, Alfred	Anticosti, West Point, Light & Explosive Signal Station	July 1, 1877	††750 00
Marceau, Louis	St. Francis, Island of Orleans, Back Light	April 1, 1884	75 00
Mayrand, Eugene	Grondines, Upper Range, Front Light	June 20, 1904	125 00
Morin, Hypolite	Long Pilgrim	April 29, 1898	‖ 340 00
Marcotte, Mrs. P. L	Point Bleue, Lake St. John	Nov. 28, 1898	40 00
Morin, Alex	Riviere à la Pipe	Oct. 3, 1904	50 00
Morin, Alfred	Anse aux Griffons	" 15, 1904	100 00
Martel, C. E	Georgeville Wharf Light	May 19, 1905	**1 50
McGee, James A	Ash and Bloody Island	" 26, 1903	200 00
McWilliam, John J	Father Point Light	June 1, 1876	*450 00
	Port Daniel	Oct. 7, 1902	60 00
Mourant, John	Gascons Wharf	June 8, 1906	50 00
Morin, Nazaire	Grosse Roche	" 25, 1906	500 00
Paré, Olivier	L'Ange Gardien, Island of Orleans, Back Light	Nov. 10, 1902	70 00
Pelletier, Tancrede	Egg Island	July 1, 1901	500 00
Paquin, Sylva	Pointe du Lac	May 2, 1900	100 00
Paul, Edouard	Isle de Grace	Sept. 7, 1871	240 00
Peters, D. E	Witch Shoal, Lake Memphremagog	June 1, 1891	†4 00
Peters, J. H	Black Point, Lake Memphremagog	" 1, 1891	†1 50
Patterson, J. A	Wadleigh Point, Lake Memphremagog	" 1, 1891	†1 50
Paquet, Pierre	Ste. Famille, Back Range, Orleans Channel	Oct. 19, 1885	70 00
Poulin, Alfred	Ste. Famille, Island of Orleans, Front Light	" 26, 1898	70 00
Pinault, Louis	Bicquette Island Light and Fog Alarm	Oct. 6, 1900	700 00
Perrault, Henri	St. Pierre les Becquets	May 26, 1901	70 00
Pilote, Auguste	Poste St. Martin, Back Light	—— 1885	50 00
Pothier, Louis	Champlain, Upper Back Range	April 1, 1906	100 00
Puize, L. J	Riviere du Loup, Wharf Light	—— 1906	70 00
Reaves, Samuel	Ile Ste. Thérese, Upper Range	Oct. 12, 1870	270 00
Richelieu and Ontario Navigation Co	Sorel Wharf Lights		85 00
Rivet, Léon	Repentigny, Back Light	April 28, 1894	75 00

*Allowance of $1,900 per annum for assistance of engineer and necessary crew. †Allowance, $30 per annum for blowing foghorn. ‡Allowance $2,300 per annum for assistance of Engineer and necessary crew. | Allowance $50 per annum for horse keep. **Per week during session of navigation. | | Allowance of $50 per annum for horse keep. ‡‡Allowance of $20 per annum for horse keep. | | Allowance of $68 per annum, &c.

*Allowance of $10 per annum for water. †Per week during season of navigation. | Per month during season of navigation. ‡Allowance $50 per annum for horse keep.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

BETWEEN MONTREAL AND QUEBEC AND BELOW QUEBEC—*Continued.*

Name.	Station.	Appointed.	Salary.	
			$	cts.
Richard, Alphonse	Brandy Pots	Oct. 7, 1878	400	00
Rennie, E. H.	Cape Ray, Light and Fog Whistle	" 19, 1884	800	00
Roberge, C. Honoré	St. Pierre, Back Range, Orleans Channel	" 19, 1885	70	00
Rodrique, Joséphine	Portneuf	May 16, 1903	250	00
Racette, Widow of D.	Ste. Croix, Back Range	Dec. — 1900	70	00
Roy, Charles	Bellerive Park Lights, Montreal Harbour	Aug. 5, 1904	125	00
St. Laurent, E.	Petite Traverse Contrecœur, Back Light	April 22, 1904	100	00
Sailvail, Omer	Isle à la Pierre	May 6, 1897	220	00
Savarie, Eusebe	Isle à l'Aigle, Back Range Light	" 1, 1903	100	00
Savard, Dorilas	Savards Range		80	00
Sasseville, F. J.	Cape Magdalen, Light and Fog Whistle	June 9, 1886	700	00
Ste. Croix, George	Point Peter	Oct. 22, 1896	450	00
Savard, Hy	St. Siméon Wharf	" 25, 1906	40	00
Savard, Jno	River Caribou Front Light	Aug. — 1898	50	00
Simard, H.	" Back Light		50	00
Sauvageau, Achille	Grondines Point Range, Front Light	June 20, 1906	250	00
Sauvageau, Jos	Grondines Upper Range, Back Light	" 20, 1904	100	00
Samuel, Andr	Fox River	Oct. 15, 1904	100	00
Tourigny, A.	Becancour	Oct. 24, 1905	100	00
Thurber, Mrs. Wm	Ste. Croix	March 28, 1901	175	00
Tremblay, W. T.	Goose Cape	April 4, 1888	250	00
Tremblay, Edmond	Portneuf en bas	May 16, 1903	300	00
Tremblay, George	River du Moulin, Front Light	Sept. 19, 1889	50	00
Tremblay, Pitre	St. Alphonse Wharf Light	June 19, 1895	40	00
Tremblay, Henry	Cap à l'Aigle Wharf Light	Feb. 6, 1896	40	00
Tremblay, Alexis	Heath or East Point, Anticosti, Light and Explosive Signal station	July 25, 1900	600	00
Tetreault, Honore	Contrecœur, Verchores Range, Front Light	Nov. 11, 1904	125	00
Tessier, Armand	Pointe Bleue	June 9, 1904	††40	00
Thomas, Paul	Belle Isle, North End, Light and Fog Alarm	July 8, 1904	1,100	00
Toupin, P.	Cape Madeleine, Lower Range, Back Light	April 26, 1905	80	00
Vaillancourt, Godfrey	Cape de la Madeline, Upper Range, Front Light	Oct. 1, 1906	75	00
Vigneau, Placide	Perroquet Island	Sept. 19, 1892	600	00
Vezina, Olivier	St. Pierre, Front Range, Orleans Channel	Oct. 28, 1897	70	00
Vezina, Desire	Crane Island	April 26, 1904	320	00
Whitman, Wm. Gunn	Lacolle Range	Jan. 18, 1904	150	00
Wheeler, W.	Lead Mines, Lake Memphremagog	June 1, 1891	*1	50
Wyatt, Thomas M.	Amour Point, Forteau Bay, Light and Fog Alarm	Oct. 18, 1889	†1,100	00
Willett, B. V.	New Richmond, Duthie Point	" 16, 1903	60	00
Weaner, B.	Lake St. Peter Light ship No. 3	May 7, 1904	400	00

NEW BRUNSWICK.

Andrews, Hugh	Partridge Island	May 1, 1906	1,200	00
Arseneau, James	Dalhousie Harbour	June 18, 1894	100	00
Allain, Joseph	Hay Island Beacon Light	May 21, 1895	150	00
Bour , John	Oak Point	July 1, 1906	100	00
Balmer, Matthew	Oak Point, St. John River	April 27, 1900	80	00
Barbour, Jas, G.	Cape Enrage Light and Fog Alarm	May 11, 1888	800	00
Bent, A. J. Percy	Jourimain	Jan. 25, 1901	300	00
Blacklock, Fred. G.	Cape Spencer	Mar. 2, 1888	400	00
Brown, Charles	Quaco West End Light	Nov. 25, 1884	400	00
Bradshaw, L. B.	Quaco West Head Fog Alarm	Aug. 2, 1887	400	00
Brune, John David	Goose Lake	May 11, 1888	‡250	00
Boudreau, Jos. B.	Petit Rocher	Feb. 26, 1896	150	00
Blakley, Lawrence	Harper Point	Sept. 9, 1887	75	00
Bellemore, F.	Dipper Harbour	Mar. 12, 1895	100	00
Belliveau, A. P.	Fort Folly Point	June 23, 1903	225	00
Brennan, Robert	Oromocto	Mar. 18, 1903	80	00
Belding, R, L.	Lepreau Light	June 30, 1905	550	00
Basque, F. D.	North Tracadie Range	Aug. 20, 1904	275	00
Burnham, Rupert	Big Duck Island	June 25, 1906	550	00
Cochran, Fredk. M.	Quaco Pier Light	Mar. 25, 1892	100	00
Cummings, Geo	Campbellton Range Light	Jan. 1, 1880	100	00

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*Per week during season of navigation. † Allowance of $75 per annum for horse keep. ‡ Allowance of $12 per annum for supplying water.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

NEW-BRUNSWICK—*Continued.*

Name.	Station.	Appointed.	Salary.
			$ cts.
Chapman, James	Baie du Vin Island Range Light	July 24, 1882	200 00
Crandall, D. H	Greys Point Pole Light	April 13, 1900	70 00
Carney, John W	Perry Point	Sept. 25, 1900	80 00
Copp, A. B	Anderson Hollow	Mar. 30, 1903	100 00
Cormier, Jadus P.	Buctouche Bar	July 26, 1902	200 00
Corey, Chas. H	Head Harbour Fog Alarm	June 15, 1903	700 00
Chaffey, Harry V	Cherry Island Fog Bell	Aug. 7, 1903	150 00
Dickson, Elia C	Pea Point	Nov. 16, 1898	250 00
Delaney, John	Grand Beach Light	Oct. 7, 1880	125 00
Dalzell, Geo. Y	Swallow Tail	Mar. 18, 1893	400 00
DeGrace, John	Indian Point	June 4, 1889	150 00
Day, W. A	Belyea Point	Sept. 20, 1899	90 00
Daigle, U. D	Black Lands Gully	July 13, 1903	100 00
Daigle, Victor	Sapin Point	May 28, 1903	25 00
Doucett, Fred. F	Caraquet Front Range Light	Oct. 14, 1903	50 00
Dalzell, Coleman Grant	Gannet Rock and Explosive Signal Station	July 1, 1904	700 00
Dakin, Lloyd Chas	Grand Harbour	May 2, 1904	400 00
Egan, Edward H	Belloni Point	May 17, 1902	100 00
Eldridge, John M	Drews Head, Beaver Harbour	" 2, 1904	250 00
Frankland, Louis	Gull Cove	Nov. 14, 1902	80 00
Frawley, Frank	Lepreau Fog Alarm	June 30, 1905	900 00
Flewelling, Mrs. M	Flewelling Landing	April 12, 1890	80 00
Fanjoy, William	Fanjoy Point, Grand Lake	Dec. 15, 1897	80 00
Ferguson, W. G	South Tracadie	Mar. 23, 1898	150 00
Fox, Fraser	Gagetown, St. John River	April 22, 1904	80 00
Fitzgerald, Warren	Head Harbour Light	June 29, 1904	300 00
Gould, Francis T	Shediac North Channel Range	Jan. 13, 1899	70 00
Gregg, Wilson	St. John Harbour Beacon	——— 1901	350 00
Hendry, Mrs. A. M	Hendry Farm	April 28 1899	80 00
Hayden, Michael	Pokemouche	Oct. 17, 1888	300 00
Henderson, Arthur	Midjic Bluff	" 4, 1894	200 00
Hamm, Chas. P	Musquash	Jan. 14, 1879	300 00
Helms, Geo	Letite Passage Fog Whistle	May 3, 1882	*580 00
Hachey, Octave	Pokesudie Island	July 12, 1881	180 00
Harvey, W. L	Machias Seal Island Light and Fog Alarm	" 8, 1904	1,000 00
Hannah, Mrs. B. G	Spruce Point	Sept. 15, 1892	120 00
Harts, Thos	Shediac Harbour Lights	Feb. 17, 1905	80 00
Hooley, John	Tiner Point Fog Alarm	June 30, 1905	500 00
Ingalls, Turner	Southwest Head, Grand Manan	Dec. 4, 1900	500 00
Kilpatrick, Joseph	Passamaquoddy Bay	Feb. 3, 1898	350 00
Lantaigne, Gervais	Caraquet Island	June 16, 1888	200 00
Leblanc, Charles P	Cassie Point	May 4, 1872	250 00
Looney, Thos. E	Greenhead, St. John River	July 14, 1886	200 00
Lochart, Edwin	Ward Point	Oct. 20, 1903	80 00
Legere, P. L	Caraquet Back Range Light	" 14, 1903	50 00
Mills, George	Fox Island, N. W. Point	June 23, 1897	200 00
Morrison, Peter, Jr	Portage Island	May 17, 1892	300 00
Morrison, Duncan	Sheldrake Island Lights	Feb. 25, 1880	300 00
Maillet, D. O	Buctouche Inner Range	July 7, 1883	150 00
Matheson, R. B	Newcastle	April 18, 1898	100 00
Murray, Michael	Middle Island	" 10, 1902	200 00
Maloney, Wm	Marks Point	Nov. 7, 1903	120 00
McLeod, J. H	Bliss Island	Oct. 17, 1900	350 00
McLennan, Kenneth	Escuminac Light and Fog Alarm	Mar. 7, 1892	750 00
McIntosh, Chas	Lower Neguac Wharf Lights	Dec. 10, 1892	100 00
McBaine, Alex	Cox Point, Grand Lake	May 6. 1898	80 00
Macdonald, R. P	Musquash Island	Jan. 28, 1901	80 00
McMann, Robert Harvey	McMann Point	Nov. 2, 1901	80 00
McNeil, Henry H	Dalhousie Beacon Lights and Douglas Island Lt.	Jan. 1, 1880	250 00
McConnell, J. Robert	Miscou Gully	Sept. 9, 1887	100 00
McLean, R	Miramichi Bay Lt. Ship	April 12, 1902	‡400 00
Nevers, George F	Jemseg	Nov, 24, 1884	80 00
Preston, S	Preston Beach Lights	July 11, 1889	125.00
Pendlebury, Wm. J	St. Andrews	April 10, 1889	250 00
Pickett, Robert E	Palmer's Landing Wharf Light	May 11, 1897	80 00

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*Allowance $50 for keeping light. ‡Allowance $300 for assistance.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

NEW BRUNSWICK—*Concluded.*

Name.	Station.	Appointed.	Salary.
			$ cts.
Parker, Alvin	Mulholland Point	June 13, 1901	200 00
Palmer, E. B	Hampstead Wharf	Nov. 6, 1900	80 00
Russell, James R	Grindstone Island Light and Fog Alarm	Jan. 13, 1899	700 00
Robichaud, Joseph L	Miscou Light and Fog Whistle	Nov. 11, 1902	800 00
Robinson, John	Neguac Main Light	June 30, 1896	150 00
Richard, Peter F	Richibuctou Head	May 30, 1895	185 00
Robertson, Charles M	Robertson Point, Grand Lake	June 30, 1897	80 00
Robertson, Meier	Shediac Island Range	Dec. 29, 1873	250 00
Ross, Elijah	Negro Point	Mar. 5, 1878	400 00
Robichaud, Jude	Richibuctou Channel Range	June 16, 1902	200 00
Robichaud, Henri B	Buctouche Range	June 21, 1884	150 00
Roherty, J. A	Little Belledune	Feb. 21, 1905	100 00
Robertson, J. A. D	Heron Island	April 1, 1902	200 00
Richard, Jos. F	Richibuctou Bar Outer Range	June 16, 1902	150 00
Splane, Alfred	Pines Point Fog Alarm	Aug. 21, 1905	750 00
Sutherland, Geo. C	Bathurst Harbour Range	Mar. 20, 1882	200 00
Scott, Mrs. Ed	Stonehaven	July 8, 1904	100 00
Spragg, T. W	Hatfield Point	June 27, 1903	80 00
Savon, Adelard	Shippegan	April 20, 1906	280 00
Tatton, Geo. T	Long Eddy Point Fog Whistle, Grand Manan	Oct. 16, 1866	750 00
True, John Howard	Wilmot Bluff	Sept. 12, 1899	80 00
Upton, Robert	Bridge Point	" 11, 1899	80 00
Williston, Seymour	Swashway Range, Fox Island	June 4, 1902	300 00
Wagner, Richard	Sand Point, St. John River	" 7, 1883	80 00
Williams, Forrest W	Williams Landing	May 11, 1897	80 00
Wright, Ethelbert	Southern Wharf	Mar. 6, 1906	500 00

NOVA SCOTIA.

Amero, Chas. A	Argyle	Nov. 9, 1897	400 00
Amero, Geo. D	Pubnico	Feb. 6, 1893	240 00
Amirault, James	Sissiboo	July 11, 1899	200 00
Beaman, Edwin	Digby Pier	May 29, 1897	100 00
Bonner, John Charles	Point Aconii	Nov. 6, 1903	200 00
Burgess, Watson	Port l'Hébert	July 26, 1892	150 00
Boutillier, R. J., Supt	Sable Island Humane Est	Nov. 13, 1884	*700 00
Boutillier, Henry	Indian Harbour, Paddy's Head	June 6, 1901	150 00
Bollong, James	Pope Harbour	Aug. 6, 1877	300 00
Bourgeois, Philip	Cheticamp Range	May 23, 1898	150 00
Boudrot, B	Paulamon, Hawk Islet	Dec. 7, 1904	250 00
Baker, Thomas	Peases Island	May 19, 1879	350 00
Brackett, Wm	Herring Cove	Aug. 28, 1897	100 00
Belliveau, John H	Belliveau Cove	Feb. 16, 1889	80 00
Brownell, Luther	Cold Spring Head	Mar. 27, 1901	120 00
Buchanan, Angus A	Neil Harbour	Aug. 14, 1899	150 00
Buckman, Chas	Grand Passage	Jan. 7, 1901	250 00
Boudreau, W. C	Port Felix	July 16, 1902	250 00
Burke, Henry	Country Harbour, Green Island	June 11, 1902	400 00
Burke, Martin	Bourgeois Inlet	Dec. 1, 1902	60 00
Burns, E. M	Wedge Island	July 6, 1904	400 00
Burgess, Lewis E	Walton Harbour	" 13, 1903	150 00
Breen, Michael	Flint Head	Aug. 20, 1904	450 00
Bishop, E. W	Porters Point	April 29, 1904	100 00
Baker, John	Mary-Joseph	Jan. 6, 1905	300 00
Buchanan, M	Munroe's Point		150 00
Boyle, Geo	Wallace Harbour Range	May 23, 1905	150 00
Chiasson, Germain	Caveau Point Range Lights	Aug. 20, 1897	150 00
Chiasson, Joseph P	Grand Etang, Inverness	May 21, 1901	60 00
Creighton, H. H	Creighton Head	" 6, 1874	200 00
Connington, Thomas	Louisburg Range Lights	Oct. 26, 1897	200 00
Crowell, John	Seal Island Light and Fog Alarm	" 14, 1899	800 00
Campbell, John M,. supt	St. Paul Island Humane Establishment	Nov. 16, 1904	700 00
Campbell, J. O	Port Mouton	April 29, 1898	300 00
Campbell, S. C	St. Paul Island Fog Alarm	June 23, 1905	500 00
Comeau, Louis C	Meteghan River	Oct. 12, 1875	100 00
Cambbell, John P	Red Islands, C.B	Nov. 30, 1901	120 00

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*With board for self and family and assistants and allowance for salaries of staff.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

NOVA SCOTIA—*Contiuued.*

Name.	Station.	Appointed.	Salary.	
			$	cts.
Croucher, George A.	Croucher Island	Jan. 31, 1883	300	00
Clough, Daniel	Grand Digue Pole Light	July 4, 1884	60	00
Clory, Abraham	Glasgow Point	" 25, 1894	150	00
Coolen, Albert S.	Hubbard Cove	Oct. 31, 1903	250	00
Cameron, L. G.	Beaver Harbour	Feb. 15, 1902	150	00
Christian, P. E.	Betty Island	June 29, 1904	500	00
Creelman, Samuel	Port au Pique	May 2, 1901	25	00
Campbell, D. A.	Louisburg Fog Alarm	Mar. 20, 1902	920	00
Cunningham, A. H.	Cape Sable Light and Fog Alarm	July 16, 1902	800	00
Cohoon, Havelock	Cranbury Island Light and Fog Alarm	Sept. 7, 1903	800	00
Corbett, George	Port Larue	May 31, 1904	260	00
Clark, F. R.	Borden Wharf	April 29, 1904	100	00
Chisholm, John B.	McMillans Point	Dec. 2, 1905	150	00
Doane, T. S.	Yarmouth or Cape Forchu Light & Fog Alarm	Dec. 31, 1904	800	00
Doyle, Edward	Mabou Front Range Light	June 14, 1897	70	00
D'Entremont, W. H.	Abbot Harbour	May 22, 1888	90	00
Dewis, F. H. P.	Cap d'Or Fog Alarm	April 13, 1898	800	00
Duann, Wm. A.	Green Island, Richmond	May 20, 1902	500	00
Dunn, Miles A.	Margaree Harbour, Outer Range Light	" 12, 1903	50	00
Doane, F. H.	Bunker Island	July 27, 1904	350	00
Davison, Geo. E.	Noel	April 25, 1906	100	00
Ellis, Wm. E.	Point Prim or Digby Gut, L. H. & F. W.	Mar. 8, 1875	800	00
Earley, John	Margaretsville	Feb. 19, 1887	230	00
Elderkin, H. E.	Apple River Light and Fog Alarm	Mar. 31, 1905	700	00
Fraser, Alexr.	Great Bras d'Or Range, Back Llght	Jan. 13, 1903	100	00
Flsher, Joel W.	Baccaro or Barrington	Aug. 8, 1893	450	00
Fulker, Wm. G.	Devil Island	May 3, 1886	420	00
Firth, Charles M.	Coffin Island, Liverpool	June 30, 1880	400	00
Foster, Israel C.	Port Medway	Oct. 13, 1892	260	00
Foster, Samuel T.	Port Medway Breakwater	Feb. 17, 1899	100	00
Foster, Geo. M.	Port George	Nov. 19, 1897	100	00
Faulkner, W. Y.	Burnt Coat	June 22, 1898	250	00
Findlay, John H.	Bull Point, Sambro Harbour	Dec. 7, 1899	100	00
Franklin, J. L.	Wolfville	April 4, 1902	100	00
Falconer, David	Caribou Island	Dec. 20, 1902	300	00
Finlayson, A. Wm.	St. Esprit Island	April 12, 1905	400	00
Gillis, Duncan	Point Tupper	April 1, 1906	300	00
Gilkie, Henry A.	Sambro Light and Explosive Signal Station	Jan. 8, 1867	800	00
Giffin, Ira L.	Isaac Harbour	April 28, 1894	200	00
Gardner, Frederic T.	Brooklyn Pier Pole Light	Feb. 6, 1885	100	00
Gallant, Patrick	Little Loraine	Jan. 19, 1900	80	00
Goodwin, Jas. E.	Wood Harbour	Aug. 27, 1900	200	00
Garrison, S. H.	Peggy Point	Dec. 22, 1902	350	00
Gray, Peter Angus	Pennant Harbour	June 30, 1903	100	00
Gerrion, Michael	West Arichat	—— 1906	100	00
Harpell, Jeremiah	Jeddore Harbour Range	Jan. 21, 1901	200	00
Hopkins, Leslie	Bon Portage Island	Oct. 20, 1897	350	00
Huntley, Charles H.	Kingsport	June 30, 1890	100	00
Hawley, Mathew	South Bay, Ingonish	May 13, 1897	140	00
Hardy, John	Gabarus	Nov. 22, 1890	200	00
Hardy, Joseph W.	Guion Island	Jan. 30, 1903	400	00
Hinds, James	Victoria Beach	Mar. 7, 1901	100	00
Hemlow, James S.	Liscomb	Jan. 2, 1903	300	00
Hunt, Wm.	Bear River	April 10, 1905	150	00
Hanlon, James P.	Cranberry Island Light and Fog Alarm		800	00
Holland, Richard	Chibucto Head Light and Fog Alarm	Oct 1, 1906	800	00
Iceton, Wm.	Mauger Beach Light and Fog Alarm	July 8, 1903	800	00
Joyce, Simon	Seal Island, Lennox Passage	July 4, 1884	150	00
Jamieson, Chas.	Cape St. Lawrence	Sept. 21, 1893	400	00
Jamieson, Geo. C.	Cole Harbour Range	Oct. 21, 1898	150	00
Knowlan, Alfred	Queensport	Nov. 13, 1902	300	00
Kent, J. H.	Musquodoboit Harbour Range Front Light	April 29, 1904	125	00
Kent, John	Musquodoboit Harbour, Back Light	" 29, 1904	100	00
Long, Joseph	Canso Harbonr	Dec. 31, 1896	250	00
Long, Joseph	False Passage Ledge	Aug. 4, 1903	50	00
Leblanc, Severin	Tusket River	July 1, 1889	250	00
Lowden, David	Pictou Harbour Range	" 12, 1897	150	00

Allowance $35 per month for assistance.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

NOVA SCOTIA—*Continued.*

Name.	Name.	Appointed.	Salary.	
			$	cts.
LaVashe, Wm.	Arichat	Oct. 17, 1898	250	00
Lyons, John H.	Barrington East Bay Light Ship	June 18, 1897	600	00
Landry, Edward	Petit de Grat	Feb. 23, 1897	200	00
Larkin, Ephraim	Stoddart Island	Mar. 18, 1896	200	00
Leblanc, Benjamin	Candle Box Island	Nov. 1, 1892	300	00
Larkin, N. C.	Lurcher Shoal Light-ship	“ —, 1904	†1,200	00
Leblanc, S. B.	Grand Etang	Mar. 25, 1905	60	00
Lynch, M.	McNab Island	June 23, 1905	300	00
Lewis, A. J.	Sydney Range Back Light	May 22, 1905	150	00
Morash, Edward	Dover Harbour	Oct. 1, 1906	200	00
Morel, B. H.	Brier Island, Fog Whistle	June 6, 1901	400	00
Morrison, M. D.	Black Rock Point	“ 8, 1892	250	00
Muise, Marcelin	Cheticamp	Nov. 27, 1896	300	00
Misener, John E.	Fort Point	May 16, 1896	150	00
Moser, Samuel	Moser Island	Nov. 6, 1885	350	00
Mullins, James	Mullins Point	June 8, 1892	200	00
Munro, William	Pictou Bar	Nov. 22, 1890	460	00
Murphy, Michael	Pomquet Island	Dec. 18, 1890	350	00
Mundell, Edward	Eddy Point	July 28, 1903	400	00
Martell, John T.	Scatterie Light and Fog Whistle	“ 30, 1897	800	00
Murray, John	Cape George, Great Bras d'Or Lake	Nov. 3, 1882	200	00
Munroe, William L.	Tree Top Island	Oct. 28, 1879	325	00
Mitchell, John W.	Jeddore Rock	Sept. 29, 1882	400	00
Mitchell, Wm. A.	Quaker Island	Feb. 19, 1896	300	00
Matheson, Murdock	Whycocomah Pole Light	Sept. 11, 1884	60	00
Morrison, Mrs. L.	Freestone Islet Pole Light	June 5, 1897	150	00
Mauger, John J.	Cape LaRonde	Nov. 16, 1898	300	00
Melanson, J. W.	Gilbert Point	Aug. 18, 1894	300	00
Morris, P. E.	Isle Haute	“ 2, 1904	500	00
Morris, John H.	Advocate Harbour	“ 10, 1904	250	00
Myrick, John	Cape Race, Newfoundland, L. H. & F. W.	Nov. 1, 1897	1,000	00
Mathews, Wm. J.	Canso Range	Dec. 17, 1904	200	00
Martin, Charles	Catch Harbour	May 19, 1905	80	00
McDonald, Robert	Carter Island	Jan. 4, 1886	275	00
McRae, Roderick	Margaree or Sea Wolf Island	Feb. 3, 1898	400	00
McLellan, Rod'k	Margaree Harbour, Inner Range	June 8, 1901	50	00
McKay, R.	North Canso	Feb. 4, 1882	350	00
McFarlane, Andrew	Pictou Island	June 8, 1892	400	00
McDonald, John A.	Port Hood	May 10, 1880	280	00
McLean, H.	Gillis Point	Dec. 18, 1897	150	00
McRae, Hector	McKenzie Point, Great Bras d'Or	Aug. 20, 1890	160	00
McLeod, Norman	Cape North, Money Point	Oct. 14, 1899	400	00
McNeil, F. X. S.	Iona	Nov. 16, 1901	120	00
McRae, Donald	Kidston Island	May 17, 1892	200	00
McDonald, Norman	Gooseberry Island or Marjorie Isle	July 4, 1884	100	00
McAskill, Kenneth	Jerome Point	“ 30, 1901	250	00
McNeil, John C.	Piper Cove	Dec. 18, 1897	120	00
McNeil, Laughlin	McNeil Beach, Great Bras d'Or	Aug. 6, 1884	60	00
McFadyen, Malcolm	Mabou Back Range Light	April 17, 1891	50	00
McNeil, Daniel Y.	Campbell Island, Victoria Co.	July 30, 1903	100	00
McEachern, A. L.	Cape George	Sept. 8, 1898	450	00
McLeod, Murdoch	Pugwash	Dec. 10, 1897	300	00
McKenna, John L.	Cape Roseway, Light and Fog Alarm	Mar. 31, 1899	800	00
MacIntosh, James	Egg Island	July 28, 1899	500	00
McDonald, Rod	Clarke Cove	April 2, 1904	100	00
McLellan, Baxter	Spencer Island	July 21, 1904	100	00
McLellan, Ingersoll L.	Economy Pole Light	May 16, 1899	*6	00
McAdam, Hugh R.	Arisaig	Nov. 14, 1898	100	00
McKay, Hector G.	Bird Island	May 21, 1901	450	00
McLean, Malcolm	Great Bras d'Or Range, Front Light	Jan. 13, 1903	100	00
McLennan, John	Henry Island	July 21, 1903	400	00
Mackenzie, John	South-west Point, St. Paul Island	Nov. 16, 1904	400	00
McCarthy, D. A.	Sheet Rock	Jan. 1, 1906	500	00
Nass, Henry	Battery Point	Mar. 12, 1897	300	00
Nickerson, Byron	Negro Island	July 26, 1897	300	00
Nunn, George	Sydney South Bar	June 20, 1872	300	00
Nicholson, Alex	St. Ann Harbour	“ 5, 1905	140	00
O'Hanley, C. F.	Yarmouth Channel Light	May 6, 1906	200	00
O'Leary, Wm. E.	Beaver Island	Feb. 22, 1900	400	00
O'Hara, Theodore	Port Bickerton	Jan. 26, 1901	150	00
Orchard, L. D.	Ragged Island Harbour Gull Rock	“ 1, 1877	400	00
O'Neil Thos.	Low Point Fog Alarm	May 2, 1904	500	00

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† Crew paid by Department.
* Per month during season of navigation.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

NOVA SCOTIA—*Concluded.*

Name.	Station.	Appointed.	Salary.
			$ cts.
Powell, A. M	Page Island	Dec. 5, 1905	200 00
Paysant, Jason	Little Hope Island	Oct. 22, 1901	500 00
Pearl, Albert	Green Island off Margaret's Bay	Dec. 29, 1873	500 00
Prince, Philip	Louisburg Light	Nov. 8, 1897	350 00
Peters, John G	Low Point Light	Oct. 1, 1865	460 00
Pettis, Wm	Parrsboro'	Dec. 6, 1888	340 00
Palmer, Howard	Wolfe Point	Oct. 14, 1899	250 00
Palmer, H. W	Lahave, Fort Point	May 22, 1878	200 00
Perry, Levi	North East Harbour Range	June 17, 1899	250 00
Peters, John N.	Brier Island Light	" 6, 1901	400 00
Pope, John	Main-à-Dieu	Sept. 11, 1902	300 00
Patterson, Wm	Dartmouth	June 3, 1903	100 00
Patterson, C. D	West End of Pictou Island	Mar. 29, 1905	400 00
Pride, Freeman	Budget, St. Mary's River	Dec. 7, 1905	200 00
Robinson, Charles	Black Rock	Mar. 16, 1885	330 00
Ruggles, Frank	Boars Head	May 24, 1901	350 00
Robicheau, B. H	Cape St. Mary	July 5, 1886	350 00
Rathburn, Mrs. S. M	Horton Bluff	Sept. 3, 1879	250 00
Ross, Robert	George Island Light and Fog Bell	Jan. 18, 1876	250 00
Roblee, Jacob V	Shafner Point	May 29, 1897	150 00
Riley, Simon W	Annapolis	Mar. 7, 1892	100 00
Richards, Stephen C	Charlo Harbour Range	Nov. 4, 1901	120 00
Ross, Alex. W	Little Narrows	May 23, 1902	120 00
Rogers, Lloyd	Amet Island	Nov. 11, 1902	450 00
Rose, John	N. E. Point St. Paul Island	July 17, 1897	400 00
Roney, Henry	Granville Centre	Feb. 24, 1904	75 00
Rudderham, S	Sydney Range Front Light	Jan. 15, 1905	250 00
Smith, Eph	Sambro Inner Island Pole Light	Jan. 3, 1900	100 00
Scott, M. C	Guysborough Harbour	April 19, 1884	220 00
Spencer, Robt. A	Spencer Point	" 1, 1870	125 00
Suthern, Edward W	Westport	" 12, 1890	350 00
Saulnier, John H	Church Point, St. Mary Bay	Aug. 8, 1878	200 00
Sampson, C	Ouetique Island	Mar. 12, 1875	350 00
Strum, James A	Westhaver Island	Sept. 25, 1888	200 00
Sollows, A. J	Port Maitland or Green Cove Pole Light	Dec. 28, 1900	75 00
Sampson, Theodore	Beaver Island	Oct. 13, 1892	80 00
Smith, Caleb	Salter Head Beacon Light.*	June 21, 1888	60 00
Smith, Wm. B	Westhead, Cape Sable Island	April 12, 1890	200 00
Simpson, John	Pictou Custom House	Dec. 10, 1901	100 00
Smeltzer, John D	Hobson Island	April 10, 1900	300 00
Stevens, James Gordon	Sand Spit, Shelburne Harbour	Mar. 11, 1903	280 00
Slaunwhite, S. P	Terence Bay	Oct. 13, 1903	100 00
Stewart, Sargent	Little Dyke	May 1, 1906	25 00
Theriault, D	Jerseyman Island	May 31, 1905	300 00
Troop, Ralph	Troops Point	Jan. 23, 1906	100 00
Vance, Geo. W	Masstown or Debert	June 29, 1898	25 00
Wolfe, Howard M	West Ironbound Island	June 22, 1895	250 00
Wells, Jas	Whitehead Island	Oct. 20, 1897	510 00
Wambold, Jas	Sheet Harbour Passage	May 11, 1887	50 00
Webb, Patrick	Harbour au Bouche	Feb. 19, 1896	250 00
Webber, Jas. M	Torbay	May 10, 1898	300 00
Wynacht, W. H	Cross Island Light and Fog Whistle	April 13, 1898	800 00
Warren, R. V	Ingonish Island	Sept. 17, 1903	360 00
Walsh, John	Lingan Head	July 14, 1904	200 00
Young, Uriah	Chester, or East Ironbound Island	Feb. 15, 1884	400 00
Yorke, Freeman	Cape Sharpe Light and Fog Alarm	June 30, 1902	750 00

PRINCE EDWARD ISLAND.

Name.	Station.	Appointed.	Salary.
Anderson, Albert	St. Peters Range	July 25, 1900	130 00
Allen, Joel S	Indian Point Pier	May 18, 1898	375 00
Beaton, Angus S	Hazard Point Range, Back Light	Nov. 21, 1902	60 00
Bell, Wm	Tryon Head	Mar. 17, 1905	200 00

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* Per month during season of navigation.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

PRINCE EDWARD ISLAND—*Concluded.*

Name.	Station.	Appointed.	Salary.
			$ cts.
Clarke, Jesse George	Georgetown Range, Back Light	Aug. 14, 1901	150 00
Champion, Wm	Northport Range Lights	Oct. 25, 1897	100 00
Connors, George	Georgetown, St. Andrew's Point	June 3, 1901	150 00
Costain, Elijah	Miminegash Range Back Light	May. 18, 1906	40 00
Fraser, John	Summerside Range, Front Light	April 12, 1897	100 00
Gaudet, Agape	Big Tignish Range	Aug. 30, 1897	130 00
Gillis, Donald	Point Prim	Dec. 10, 1897	300 00
Gallant, Jos. J. D	Cape Egmont	Oct. 21, 1902	200 00
Hardy, Wm	Little Channel Range	July 26, 1875	100 00
Howatt, Abner J	Leards Range, Outer Light, Crapaud	" 22, 1893	100 00
Inman, James	Leards Range, Inner Light, Crapaud	Aug. 13, 1901	100 00
Jordan, M. L	Cape Bear	April 12, 1905	375 00
Kielly, John Andrew	Cove Head Lights	Nov. 27, 1890	90 00
Lewis, James	Brighton Beach Range	Mar. 1, 1899	100 00
Lavie, J. D	Souris, East Lights	June 23, 1905	300 00
Morrison, John D	Cardigan River	Aug. 15, 1901	100 00
McKela, Austin	Grame Point	Jan. 20, 1906	500 00
McDonald, John W	Tracadie	May 24, 1901	100 00
McRae, Daniel	Hazard Point Range, Front Light	April 6, 1900	70 00
McDonald, Lauchlin	East Point and Fog Whistle	Jan. 18, 1901	600 00
McDonald, John	Douse Point Range, Orwell	June 25, 1879	70 00
McLeod, Jas. H	New London	Jan. 29, 1896	125 00
McDonald, Wm	West Point	Aug. 22, 1876	300 00
McKay, Rodk. W	Wood Island	April —, 1899	250 00
McDonald, Angus	Souris, East Light	Nov. 13, 1880	300 00
McDonald, Jas. A	Savage Harbour Range	July 11, 1889	100 00
McLeod, Lemuel	Murray Harbour Front Light	Dec. 21, 1897	50 00
McPherson, Daniel W	Brush Wharf Range, Orwell	Jan. 13, 1899	60 00
McNeil, Alex. S	Block House Point, Charlottetown	Mar. 25, 1901	340 00
O'Brien, Patrick	Miminegash Range, Front Light	May 14, 1897	60 00
O'Ranaghan, Peter	Sea Cow Head	April 21, 1873	250 00
Phee, James	North Point	Sept. 4, 1897	300 00
Penny, Robert	Murray Harbour, Back Light	Nov. 11, 1897	50 00
Pino, Joseph N	North or Grand Range, Rustico	Feb. 6, 1897	125 00
Robertson, Alfred	Annandale Range	Oct. 5, 1898	100 00
Sinclair, Wm	Fish Island	Mar. 8, 1897	250 00
Stavart, Geo	Summerside Range, Back Light	Sept. 8, 1895	80 00
Steele, Colin	Panmure Head	June 3, 1901	250 00
Tuplin, Jas. C	Sandy Island, Cascumpec	May 5, 1897	300 00
Taylor, Chas	Dranley Point Range Lights	June 14, 1897	60 00
Taylor, Jas. W	St. Peters Island	May 1, 1897	200 00
Wiggins, G. W. J	Darnley Point Range	Oct. 16, 1896	125 00
Wright, Chas. L	Wright Range, Crapaud Harbour	June 14, 1894	100 00
Westaway, John	Georgetown Wharf	Jan. 16, 1906	100 00
Young, James	Wood Island Harbour	Nov. 14, 1902	80 00

BRITISH COLUMBIA.

Name.	Station.	Appointed.	Salary.
Allison, Frank Fagan	Portier Pass	Nov. 12, 1902	*30 00
Brown, Wm. Henry	Ballinac Island	Oct. 3, 1901	200 00
B. C. Electric R. R. Co	Brotchy Ledge	1903	200 00
Blanchard, B	The Sisters Light and Fog Alarm	Feb. 20, 1905	600 00

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*Per month.

STATEMENT giving Names and Stations of Light-keepers, &c.—*Continued.*

BRITISH COLUMBIA—*Concluded.*

Name.	Station.	Appointed.	Salary.
			$ cts.
Carpenter, C.	Dryad Point	Nov. 7, 1899	†300 00
Crozier, James	Bare Point, Chemainus	June 12, 1897	168 00
Clarke, M. G.	Entrance Island Light and Fog Whistle	Nov. 26, 1897	900 00
Codville, James	Pointer Island	Dec. 26, 1899	360 00
Croft, M. A.	Discovery Island Light and Fog Whistle	April 1, 1902	900 00
Campbell, W.	Gallows Point and Middle Ground Beacons, Nanaimo Harbour		180 00
Daykin, William P.	Carmanah Point Light and Fog Whistle	Nov. 4, 1890	1,200 00
Davidson, John	Cape Mudge	June 27, 1898	420 00
Davies, J. Wm.	Scarlet Point	May 2, 1905	1,200 00
Doney, John	Yellow Island	Nov. 1, 1905	500 00
Eastwood, F. M.	Race Rocks Lights and Fog Whitle	Jan. 31, 1891	1,200 00
Erwin, Walter	Point Atkinson Light and Fog Whistle	Oct. 5, 1880	1,000 00
Elsternan, F. W.	Lawyer Island	April 1, 1905	600 00
Franklin, Wm. Thos.	Merry Island	Jan. 8, 1904	360 00
Fraser, George	Amphritrite	April 2, 1906	240 00
Georgeson, Henry	Active Pass Light and Fog Whistle	July 21, 1884	900 00
Georgeson, James	Saturna Island, East Point	Oct. 26, 1889	550 00
Grove, John	Prospect Point		300 00
Gallup, J. W.	Proctor	Jan. 1, 1900	240 00
Georgeson, John	Walker Rock		240 00
Garrard, F. C.	Lennard Island	Nov. 1, 1904	460 00
Gillespie, W.	Portlock Point	1905	460 00
Harrap, R.	Coffin Islet and Danger Reef	April 15, 1903	300 00
Harrison, S. G.	Berens Island	Nov. 4, 1897	†300 00
Jones, William D.	Brocton Point, Burrard Inlet	Aug. 20, 1890	300 00
Johnson, Capt. George	Fisgard	July 30, 1901	500 00
Kootenay Electric Light Co.	Kaslo	Dec. 1, 1897	240 00
Moore, Hugh	Dock Island	May 15, 1903	*20 00
McColl, S. W.	Garry Point	July 24, 1898	*10 00
McColl, S. W.	Mouth Fraser River Lights	Mar. 1, 1903	*25 00
McElroy, O.	Pilot Bay	May 2, 1905	360 00
McNeil, D. H.	Fiddle Reef	Mar. 21, 1905	400 00
McMillan, J. F.	North Arm Fraser River	" 29, 1905	240 00
McMillan, Jno. A.	Denmans Island	Aug. 15, 1906	400 00
Nicholson, A. P.	Egg Island	1905	600 00
O'Brien, Michael	Fraser River	Oct. 1, 1904	900 00
Okell, Harold	Trial Island	Aug. 22, 1906	600 00
Patterson, Thomas	Cape Beale	Mar. 2, 1895	1,200 00
Reuter, F.	Ivory Island	May, 2, 1905	500 00
Rudge, C.	Birnie Island	" .., 1905	240 00
Sparks, T.	Shoal Point and Middle Rock, Victoria Harbour	Jan. 29, 1903	180 00
Sparks,	Brotchy Ledge		120 00
Stockett, Thos. R.	Gallows Point	May .., 1906	120 00
Whitaker, H.	Sechelt	Oct. 19, 1904	240 00

†Allowance, $600 per annum for mail service.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA.

APPENDIX No. 17.

REPORT OF SUPERINTENDENT OF SABLE ISLAND.

SABLE ISLAND, July 2, 1906.

Superintendent of Lights
for Nova Scotia.

SIR,—I submit the following report for the year ending June 30, 1906 :—

Fortunately no wrecks or casualties occurred during the year.

Boats and apparatus are in the condition last reported, having been used only for drills and the landing of supplies, and met with no accident.

PATROL.

The island was patrolled fifty-six times, forty-three times in the morning, and thirteen times at night.

BUILDINGS AND REPAIRS.

No. 1 Station.

Coal house, 16 x 25 built and forge refitted.

Sailors' Home.

South side of roof removed and two gables put on so as to make a carpenters' shop on second floor. Addition to store room, 10 x 14.

No. 2 Station.

General repairs to shingles.

No. 3 Station.

West side roof of cattle barn reshingled. New concrete block foundation put under horse stable.

STOCK.

Both cattle and horses wintered well, due to the mild weather. At present all are in splendid condition, and the increase among the wild horses is, I think, above the average.

KILLED.

Eleven beeves weighing 6,608 pounds; consumed mostly fresh. Ten hogs weighing (approximate) 2,000 pounds ; shipped.

SHIPPED.

Fifty pounds of cranberries, salted hides and old metal.

SAILORS' CLOTHING ON HAND.

Sixteen jackets, 13 pair pants, 11 vests, 23 shirts, 13 caps, 15 suits underclothing, 31 pairs brogans, 17 pair socks.

BEDDING.

Twenty mattresses, 75 pairs blankets, 10 pillows, 5 spreads, 40 ticks.

LIVE STOCK.

Eighty-five head horned cattle, 35 trained horses, 2 stock stallions, 6 stock mares, 200 wild ponies.

UNIFORMS FOR STAFF.

A supply was received May 4 and on June 1 each man was supplied with three complete suits, two of white duck and one of blue, comprising pants, sweater and cap.

CENSUS.

No. 1 Station.

Superintendent R. J. Boutillier and family, including servant, 4 ; M. Noonan, Sydney Himelman, Thomas Naugle, John Faulkner, Richard S. Boutilier, R. Cleary (cook), John Dunn (carpenter), 8—12.

No. 2 Station.

Ruben Naugle, wife and child, 3.

No. 3 Station.

James Ritcey, wife and child, 3 ; Arthur Negus, assistant, 1—4.

No. 4 Station.

Gustav Soderburg and wife, 2 ; Alex. Byrne, Edward McKenzie, 2—4.

No. 5 Station—W. Light.

A. J. Horne, wife and family, 6 ; John Glazebrook, 1.—7.

No. 6 Station—E. Light.

W. H. Horne, wife and family, 6 ; Henry Naugle, 1.—7.

Marconi Wireless Station.

L. R. Johnston (chief), Henry Peirson, Walter Gray, James Boutilier, Theophilis Strickland (cook), 5.

Total, 42.

I remain your most obedient servant,

(Sgd.) R. J. BOUTILIER,
Superintendent of Sable Island.

APPENDIX No. 18.

THE HUDSON BAY EXPEDITION.

Extract of Report of Major J. D. Moodie.

Major Moodie, of the Royal Northwest Mounted Police, was in command of the government steamer *Arctic*, Captain Bernier, sailing master.

'The *Arctic* left Quebec on September 17, 1904, and arrived at Port Burwell, Ungava bay, on October 1. No ice was encountered on the voyage until we got to within a few miles of Fullerton harbour, when we ran through some slob ice, floating in and out with the tide. The inner harbour where we anchored was frozen over to a thickness of about four inches.'

'The winter passed quickly and pleasantly. The weather was not exceptionally cold, the lowest temperature being 52 degrees below zero.'

'On July 1, 1905, the *Arctic* commenced breaking her way out of Fullerton harbour. On July 8 the engines stopped, and on going on deck it was found that both blades of the propeller were broken off short, close to the boss. The chief officer was in charge of the deck at the time. Tackle was at once rigged, and the broken propeller hoisted up. By 7 a.m. next day a new one was fitted and partly lowered, when it was found that the slot to take the shaft key was not cut in the proper place and the blades would not pass through the trunk. This propeller had to be unshipped, and another which had been brought from Germany, up out of the hold. At 11 a.m. this was fitted and everything in place, and at noon we were once more under way.'

On the 10th the ice being still packed tight and no sign of open water to the south or west, I reluctantly abandoned the idea of getting to Churchill. There is no doubt we could have made it without difficulty; it was only a matter of time. I could not, however, take the risk of being delayed so long that there would not be time to look for another harbour in the straits before the arrival of the supply steamer. With a good steamer with plenty of power there would have been no difficulty in forcing a passage through almost any of the ice encountered, and no danger. During the day the ice opened, and we made some progress north until 3 p.m., when Captain Bernier reported the ice was closing and that it was unsafe to proceed.

'On the 14th ran clear of all ice in afternoon, and shaped course for Cape Southampton, Coates island, distant about 75 miles. Cape Southampton was made at 5.15 p.m. on the 15th and Mansfield at 9 p.m. Only a few small pieces of ice floating about here and there. On the 16th, between Mansfield and Digges islands a few small pieces were scattered about. Erik cove was made at 1 p.m. There were a few pieces of ice aground at the head of the harbour and some small bits floating in and out with the tide.'

'About 40 miles down the coast we saw what was supposed to be the harbour spoken of by Mr. Low and Captain Comer last year. Lay-to all night, and on the morning of the 18th steamed slowly up to the entrance. About six miles up the harbour we were stopped by a bar, and anchored in a cove. In the afternoon I took a boat across the bar to head of harbour, about 3 miles further up. There a good sized river empties in.'

'The land rises to a considerable height, with good flat benches along the river. These and the surrounding hills are covered with grass. The passage over the bar is too shallow to take a vessel through without considerable risk, and then only at high water. The only drawback to the harbour is that wherever the land is suitable for building the shore is shallow.

'The *Arctic* was moved to her new berth, and when the anchor was down the flag was run up and the harbour called Préfontaine harbour, the headland on the east side of the entrance being named Cape Laurier, and the island on the west side of entrance White island. This place is not shown on any chart, and is the best harbour we have seen; it averages about 1½ miles across. The natives say it was open this year about June 1, and that no heavy ice ever comes in from the strait. None was seen when we arrived, although there were patches of snow on the hills. On the 20th and 21st the boats were employed landing goods, and all but a few packages were got ashore. Tents were pitched and all perishable goods housed.

'On September 23, I received orders to send the *Arctic* to Quebec for certain alterations and repairs, and to proceed north with the *Neptune*.'

EXTRACT RELATING TO THE LENGTH OF TIME THE STRAITS CAN BE NAVIGATED.

'From my two years' experience there should be no danger to any well built and well engined steamer in coming into the strait and bay early in July. Possibly she might be delayed somewhat by ice if the winds had been continuous from the northeast, but she should not be in any danger. Everything depends upon what the prevailing winds have been, and last year is but little guide to this. In my opinion, and that of good men whom I have consulted, the south side of the strait is the best for steamers coming in. For sailing ships the north side is generally to be preferred as far as Big island, crossing from there to Diggas islands.'

Movements of 'Arctic' in 1906.—Captain Bernier's Reports.

The *Arctic* returned to Quebec, arriving on October 6, 1905. The necessary alterations were made at Sorel, and the steamer resumed her work in connection with the Hudson bay expedition on July 28, 1906. Instructions were given to proceed direct to Lancaster Sound, calling at Pond's Inlet, to serve notice to the whalers there or in Barrow strait, west of Erebus bay.

The following report was received from Captain J. E. Bernier, dated C.G.S. *Arctic,* Chateau Bay, August 3, 1906.: 'I arrived here at 10 a.m. to-day, all well. I received your telegram, and left at once for Pond's inlet, Erebus bay, and if possible Winter harbour, Melville island. I am endeavouring to push forward so as to be in time before the winter sets in. During the winter I will get ready for spring travelling. Will erect cabins at the different places of call, as per my last letters. Will be glad to receive commission letters and papers at Port Burwell next summer so I can get them during the fall, with any letters for officers and men. The officers, men and myself are all in good health, and wish to be remembered to the minister, yourself and other officers who wish our welfare.'

The following report was received from Captain Bernier, dated C.G.S. *Arctic,* Pond's Inlet, Baffin Land, September 29, 1906:—

C.G.S. 'Arctic.'
Pond's Inlet, Baffin Land, September 29, 1906.

The Hon. L. P. Brodeur, P.C.,
Marine and Fisheries, Ottawa, Ont.

Dear Sir,—I beg to inclose a copy of photographs taken by Mr. Lancefield during our trip last month, with the view of Albert harbour. We are now in winter quarters.

We have been expecting every day whalers to come, to serve notice upon them and collect dues and give them licenses.

We have done wonderfully well so far, and we have decided not to winter in Melville island, on account of the heavy ice from the Arctic and considering the amount of provisions on hand. The coast about Melville island does not open every year, and there being a risk of passing another winter there, it was decided after consultation that we could do nothing effective there, having taken possession of Melville island, Price Patrick, Eglinton, Emerald, Byam Martin, Bathurst, Cornwallis, Griffiths, Lowther, Young's, Garret, Russell, Davy and Bylot islands.

We are now watching the whalers that might come any day. I am contemplating to leave here the latter part of July, to proceed to the northward towards Lincoln island and Jones sound.

We shall have used one-half of our coal by the spring. I may mention here that we have left a depot of provisions of five thousand seven hundred and eighteen pounds of selected articles at Port Leopold, and built a house over the same. At Erebus bay, we have restored the Sir John Franklin monument and placed the stone in a proper place and also repainted the headstones of the men's graves.

The *Arctic* is safe and sound, and has done her duty well, it is not expected of her that she can pass through ice of several seasons' growth, but with time she can go through all right.

The officers and crew are all well, happy and contented with their lot. We had the good fortune of having a large iceberg aground just near us, so our fresh water supply will be secure for the winter.

With our supply of guns and ammunition we expect to secure a supply of fresh meat for our use the coming winter. We have no less than sixty-five traps set out, and it is dangerous to come near the *Arctic*.

The officers and men wish to send their respects to yourself, and the heads of the department, for what you have done, both for us and our beloved ones left behind. We would consider it a favour if you will advise them through the press so we may receive their letters at Port Burwell, Hudson bay.

I have the honour to remain, sir,
Your obedient servant,

(Sgd.) J. E. BERNIER,
Commanding Officer.

P.S.—The captain of the Dundee whaler *Eclipse* said that they will bring letters in to Pond's Inlet before we leave here. Please give notice through the Press.

Your obedient servant,
(Sgd.) J. E. BERNIER.

LIST OF VESSELS

LISTE DES NAVIRES

LIST OF SHIPPING

ISSUED BY

DEPARTMENT OF MARINE AND FISHERIES

BEING A

LIST OF VESSELS

ON THE

REGISTRY BOOKS OF THE DOMINION OF CANADA

ON THE

31st DAY OF DECEMBER

1906

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1907

LISTE DES NAVIRES

ÉMISE PAR LE

MINISTÈRE DE LA MARINE ET PÊCHERIES

ÉTANT UNE

LISTE DES NAVIRES

INSCRITS SUR LES

LIVRES D'ENREGISTREMENT DU CANADA

LE

31e JOUR DE DÉCEMBRE

1906

OTTAWA
IMPRIMÉ PAR S. E. DAWSON, IMPRIMEUR DE SA TRÈS EXCELLENTE
MAJESTÉ LE ROI
1907

[21*b*—1907].

REPORT ON SHIPPING

To the Honourable
L. P. Brodeur,
Minister of Marine and Fisheries.

Sir,—I have the honour to submit herewith the Sixteenth List of Shipping issued by this Department, being a list of the vessels whose names remained on the registry books of the Dominion of Canada on the 31st day of December, 1906, giving the name of each ship, her official number, the port at which she was then registered, her rig, where she was built, the year in which she was built, her register dimensions and her register tonnage. In the case of steamers, the list shows the gross tonnage as well as the net tonnage of each steamship. The list also shows the name and address of the owner of each vessel, but in cases where there are more than one owner, the name and address of the managing owner, if known, is given.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1906, including old and new vessels, sailing vessels, steamers and barges, was 7,512, measuring 654,179 tons register tonnage, being an increase of 187 vessels, and a decrease of 15,646 tons register, as compared with 1905. The number of steamers on the registry books on the same date was 2,810, with a gross tonnage of 375,263 tons. Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be $19,625,370.

The number of new vessels built and registered in the Dominion of Canada during the last year was 397, measuring 21,741 tons register tonnage. Estimating the value of the new tonnage at $45 per ton, it gives a total value of $978,345 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1874 to 1906. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1906, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

RAPPORT SUR LA MARINE MARCHANDE

A l'Honorable L. P. BRODEUR,
Ministre de la Marine et des Pêcheries.

MONSIEUR,—J'ai l'honneur de présenter la seizième liste de la marine publiée par ce département, étant une liste de vaisseaux dont les noms sont inscrits sur les registres de la Puissance du Canada au 31 décembre 1906, donnant le nom de chaque vaisseau, son numéro officiel, le port où il fut enregistré, son gréement, l'année de sa construction, ses dimensions enregistrées et son tonnage enregistré. La liste, dans le cas des vaisseaux mûs par la vapeur, indique le tonnage brut ainsi que le tonnage enregistré de chaque vaisseau. La liste donne aussi le nom et l'adresse du propriétaire de chaque navire, mais dans les cas où il y a plus d'un propriétaire, le nom et l'adresse du propriétaire gérant sont donnés s'ils sont connus.

Le nombre total des navires inscrits sur les registres du Canada, au 31 décembre 1906, comprenant les vieux et les neufs, les voiliers, les navires à vapeur et les barges, était de 7,512 d'un tonnage de 654,179 tonneaux enregistrés, ce qui forme une augmentation de 187 vaisseaux et une diminution de 15,646 tonneaux enregistrés pour l'année 1906 par rapport à 1905. Le nombre de navires à vapeur portés sur les registres à la même date était de 2,810, d'un tonnage brut de 375,263 tonneaux. En calculant sur le pied d'une moyenne de $30 par tonneau, la valeur du tonnage enregistré au Canada le 31 décembre dernier serait de $19,625,370.

Le nombre des navires construits et enregistrés au Canada, l'année dernière, a été de 397 de 21,741 tonneaux enregistrés. En estimant la valeur du nouveau tonnage à $45 le tonneau, on a une valeur totale de $978,345 pour les navires neufs.

On trouvera ci-joint un état indiquant le nombre de vaisseaux, le tonnage enregistré aux différents ports d'enregistrement du Canada, au 31 décembre dernier, avec un tableau comparatif du tonnage de 1874 à 1906. Un état est aussi publié donnant le nombre de vaisseaux construits et enregistrés au Canada l'année dernière et un tableau comparatif des vaisseaux construits et enregistrés de 1874 à 1906 inclusivement. Un tableau comparatif est aussi donné du tonnage des puissances maritimes de l'univers.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on December 31, 1906.

PROVINCE OF NEW BRUNSWICK.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres du Canada, le 31 décembre 1906.

PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham	373	49	2,212	7,883
Dorchester	9	2	9	1,889
Moncton	14	2	119	1,419
Richibucto	16	4	129	479
Sackville	11	3	65	637
St. Andrews	177	8	604	3,606
St. John	339	82	9,342	28,558
Total	939	150	12,480	44,471

PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ECOSSE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Amherst	6	1	109	244
Annapolis Royal	44	1	32	5,930
Arichat	121	2	71	3,490
Barrington	87	6	206	2,203
Canso	34	.....	.....	670
Digby	141	9	351	5,302
Guysboro'	12	.....	.....	537
Halifax	426	79	12,246	21,347
Liverpool	98	5	369	9,058
Lunenburg	309	9	725	26,593
Maitland	22	1	88	11,151
Parrsboro'	105	5	568	22,681
Pictou	57	20	2,716	5,407
Port Hawkesbury	66	4	155	1,809
Port Medway	19	1	138	1,613
Shelburne	81	3	56	4,298
Sydney	97	24	1,223	4,689
Truro	.....	.....	.....	.....
Weymouth	37	1	5	2,779
Windsor	100	14	1,454	40,424
Yarmouth	297	27	4,647	17,103
Total	2,159	212	25,159	187,328

PROVINCE OF QUEBEC—PROVINCE DE QUEBEC.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Amherst (Magdalen Islands)	15	2	492	624
Gaspé	28	1	921	1,694
Montreal	638	244	68,432	99,502
Paspebiac	15	3	88	1,189
Quebec	636	151	19,731	39,394
Sorel	12	5	309	937
Total	1,344	406	89,973	143,340

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Continued.*

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres, etc.—*Suite.*

PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net
Amherstburg	14	9	364	389
Belleville	16	13	306	458
Bowmanville	3	....	....	451
Brockville	27	26	741	476
Chatham	19	12	336	529
Cobourg	6	1	23	772
Collingwood	76	73	10,018	7,238
Cornwall	2	2	46	32
Deseronto	17	11	801	1,182
Dunnville	1	....	....	57
Fort William	....	....	....	....
Goderich	45	36	2,343	2,307
Hamilton	56	48	12,992	9,241
Kenora	65	62	2,131	1,519
Kingston	188	116	12,139	19,809
Lindsay	51	31	631	1,710
Midland	16	14	7,561	5,437
Napanee	1	....	....	122
Oakville	1	....	....	26
Ottawa	392	234	30,191	30,893
Owen Sound	44	38	3,063	3,703
Peterborough	49	45	1,270	1,096
Picton	21	13	2,911	3,113
Port Arthur	51	38	3,345	6,152
Port Burwell	8	7	80	110
Port Dover	14	9	258	632
Port Hope	42	28	1,956	3,189
Port Stanley	9	9	185	125
Prescott	38	18	1,197	5,957
Sarnia	45	35	10,450	9,027
Southampton	14	12	593	607
Sault Ste. Marie	55	47	4,365	8,214
St. Catharines	97	60	3,970	10,885
Simcoe	5	2	35	271
Toronto	389	301	38,791	33,847
Wallaceburg	33	19	1,328	2,528
Whitby	3	....	....	514
Windsor	65	32	7,814	7,722
Total	1,978	1,401	162,234	180,340

PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE-EDOUARD.

Charlottetown	149	16	3,923	10,761

STATEMENT showing the number of Vessels and number of Tons on the Registry Books. &c.—*Concluded.*

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres. etc.—*Fin.*

PROVINCE OF BRITISH COLUMBIA—PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster	166	97	6,861	10,184
Vancouver	371	272	22,233	23,886
Victoria	245	138	41,636	43,676
Total	782	507	70,730	77,746

PROVINCE OF SASKATCHEWAN.—PROVINCE DE LA SASKATCHEWAN.

Prince Albert	1	1	141	89

PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.

Winnipeg	149	107	8,138	8,341

YUKON DISTRICT—DISTRICT DU YUKON.

Dawson	11	10	2,485	1,763

SUMMARY—SOMMAIRE.

New Brunswick	939	150	12,480	44,471
Nova Scotia	2,159	212	25,159	187,328
Quebec	1,344	406	89,973	143,340
Ontario	1,978	1,401	162,234	180,340
P. E. Island	149	16	3,923	10,761
British Columbia	782	507	70,730	77,746
Manitoba	149	107	8,138	8,341
Yukon District	11	10	2,485	1.763
Saskatchewan	1	1	141	89
Grand Total	7,512	2,810	375,263	654,179

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1874 to 1906, both inclusive.

ETAT COMPARATIF indiquant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1906, les deux comprises.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia ...	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349
Ontario	815	113,008	825	114,990	889	123,947	926	131,761	958	135,440
P. E. Island...	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia...	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba	......	....	2	178	2	178	6	246	17	1,161
Total	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,169	1,333,01

Provinces.	1879.		1880.		1881.		1882.		1883.	
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906
Nova Scotia...	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	216.577
Ontario........	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	140,972
P. E. Island...	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
B. Columbia ..	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
Manitoba......	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,375	1,276,440

Provinces.	1884.		1885.		1886.		1887.		1888.	
New Brunswick	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia ...	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709
Quebec......	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island...	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586
B. Columbia...	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249
Manitoba	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744
Total	7,255	1,253,747	7,315	1,231,856	7,293	1,217,766	7,178	1,130,307	7,142	1,089,642

Provinces.	1889.		1890.		1891.		1892.		1893.	
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086
Nova Scotia ...	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665
P. E. Island...	224	25,506	231	26,080	195	23,316	196	22,706	188	20,970
B. Columbia...	176	15,241	196	16,024	246	19,767	298	23,448	315	24,900
Manitoba	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534
Total	7,152	1,040,481	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113,	912.539

COMPARATIVE STATEMENT showing the number of Vessels and number of tons on the Registry Books of the Dominion of Canada, &c.—*Concluded.*

ETAT COMPARATIF indiquant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, etc.—*Fin.*

Provinces.	1894.		1895.		1896.		1897.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,003	136,257	975	122,417	964	115,506	923	103,584
Nova Scotia	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056
Quebec	1,427	160.590	1,454	158,776	1,469	158,649	1,480	158,077
Ontario	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349
P. E. Island	191	19,650	190	19.323	174	16,540	174	15,812
B. Columbia	336	26,455	346	25,988	363	26,622	364	28,604
Manitoba	98	6,715	106	7,307	115	7,934	115	7,272
Total	7,245	869,624	7,262	825,776	7,279	789,299	6,684	731,754

	1898.		1899.		1900.		1901.	
New Brunswick	903	89,257	920	86,288	927	78,708	915	75,293
Nova Scotia	2,167	262,176	2,121	243,457	2,121	226,817	1,980	214,560
Quebec	1,378	144,447	1,375	144,586	1,247	138,136	1,265	142,664
Ontario	1,452	134,180	1,488	135,234	1,610	141,112	1,635	145,227
P. E. Island	178	15,979	171	14,660	176	14,251	180	14,729
B. Columbia	444	40,304	488	44,415	515	51,095	676	62,102
Manitoba	121	7,439	126	9.108	128	7,147	130	7,445
Yukon District	......	... .	9	1,604	11	2,268	11	2,463
Total	6,643	693,782	6,698	679,352	6,735	659,534	6,792	664,483

	1902.		1903.		1904.		1905.		1906.	
New Brunswick	917	64,605	929	59,508	933	54 855	938	49,145	939	44,471
Nova Scotia	2,037	212,967	2,069	216 053	2,066	211,972	2,121	198,976	2,159	187,328
Quebec	1,288	136,660	1,288	138,570	1,287	140,339	1,301	141,406	1,344	143,340
Ontario	1,699	156.449	1,778	169,086	1,886	176,430	1,942	178,848	1,978	180,340
P. E. Island	156	13,464	164	13,739	161	12,200	158	11,924	149	10,761
B. Columbia	584	58,292	639	76,215	666	77,105	712	79,954	782	77,746
Manitoba	139	7,536	139	7,695	141	7,765	142	7,809	149	8,341
Yukon District	16	2,640	14	2,281	12	2,172	11	1,763	11	1,763
Saskatchewan	....	... .	... .	... .	......	....	.....	... .	1	89
Total	6,836	652,613	7,020	683,147	7,152	682,838	7,325	669,825	7,512	654,179

List of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended December 31, 1906.

PROVINCE OF NEW BRUNSWICK

Liste des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés au Canada, pendant l'année expirée le 31 décembre 1906.

PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham	8	95
Dorchester	1	3
Moncton	Nil.	Nil.
Richibucto	Nil.	Nil.
Sackville	Nil.	Nil.
St. Andrews	11	182
St. John	3	151
Total	23	431
PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ECOSSE.		
Amherst	1	76
Annapolis Royal	1	424
Arichat	6	100
Barrington	11	204
Canso	3	41
Digby	3	114
Guysboro'	Nil.	Nil.
Halifax	13	404
Liverpool	6	536
Lunenburg	35	2,480
Maitland	Nil.	Nil.
Parrsboro'	3	830
Pictou	Nil.	Nil.
Port Hawkesbury	Nil.	Nil.
Port Medway	Nil.	Nil.
Shelburne	10	854
Sydney	6	129
Truro	Nil.	Nil.
Weymouth	1	158
Windsor	2	320
Yarmouth	53	868
Total	154	7,538
PROVINCE OF QUEBEC—PROVINCE DE QUEBEC.		
Amherst (Magdalen Islands)	2	134
Gaspé	Nil.	Nil.
Montreal	28	2,634
Paspebiac	Nil.	Nil.
Quebec	14	560
Sorel	6	612
Total	50	3,940
PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.		
Amherstburg	Nil.	Nil.
Belleville	Nil.	Nil.
Bowmanville	Nil.	Nil.
Brockville	Nil.	Nil.
Chatham	Nil.	Nil.
Cobourg	Nil.	Nil.
Collingwood	2	243
Cornwall	Nil.	Nil.
Deseronto	Nil.	Nil.
Dunnville	Nil.	Nil.
Fort William	Nil.	Nil.
Goderich	2	65
Hamilton	Nil.	Nil.
Kenora	6	113
Kingston	9	167
Lindsay	Nil.	Nil.
Midland	2	375
Napanee	Nil.	Nil.
Oakville	Nil.	Nil.
Ottawa	10	742
Owen Sound	Nil.	Nil.
Peterborough	4	63
Picton	1	13
Port Arthur	3	1,796
Port Burwell	Nil.	Nil.
Port Dover	Nil.	Nil.
Port Hope	Nil.	Nil.
Port Stanley	12	9
Prescott	1	17
Sarnia	1	13
Southampton	Nil.	Nil.
Sault Ste. Marie	4	34
St. Catharines	2	302
Simcoe	Nil.	Nil.
Toronto	25	2,059
Wallaceburg	Nil.	Nil.
Whitby	Nil.	Nil.
Windsor	1	3
Total	74	6,014
PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE-EDOUARD.		
Charlottetown	4	147

LIST of Ports at which Vessels may be Registered, showing the number of new Vessels Built and Registered, &c.—*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés, etc.—*Fin.*

PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster	6	552
Vancouver	65	1,605
Victoria	11	617
Total	82	2,774
PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.		
Winnipeg	9	808
YUKON DISTRICT.		
Dawson City	Nil.	Nil.
SASKATCHEWAN.		
Prince Albert	1	89

SUMMARY—SOMMAIRE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Brunswick	23	431
Nova Scotia	154	7,538
Quebec	50	3,940
Ontario	74	6,014
Prince Edward Island	4	147
British Columbia	82	2,774
Manitoba	9	808
Yukon District	Nil.	Nil.
Saskatchewan	1	89
Total	397	21,741

STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Réportoire Géneral for 1906-1907.

TABLEAU du tonnage des navires de chacun des Etat maritimes du globe, extrait du Répertoire Général pour 1906-1907.

Nationality.	Steamers. — Vapeurs	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Net Tonnage of Steamers. — Tonnage net des vapeurs.	Sailing Vessels. — Voiliers.	Net Tonnage of Sailing Vessels. — Tonnage net des voiliers.	Total Net Tonnage. — Tonneaux.
British	8,675	16,195,383	9,923,944	6,590	1,818,728	11,742,672
American	933	1,768,119	1,197,459	3,811	1,504,234	2,701,693
German	1,648	3,464,003	2,124,180	1,315	524,182	2,648,362
Norwegian	1,097	1,168,117	725,894	1,628	757,908	1,483,802
French	917	1,283,712	735,419	1,710	529,686	1,265,105
Russian	656	772,375	471,093	3,458	567,762	1,038,855
Italian	380	777,580	493,963	1,501	489,580	983,543
Japanese	734	984,524	623,810	1,325	167,010	790,820
Swedish	805	637,203	435,288	1,568	265,048	700,336
Canadian	*	*	*	*	*	*
Dutch	434	706,241	443,262	653	83,169	526,431
Spanish	469	677,483	423,566	550	84,380	507,946
Danish	469	584,883	357,426	981	121,489	478,915
Greek	220	355,885	221,946	883	180,113	402,059
Austrian	287	609,799	380,151	99	16,577	396,728
Turkish	125	113,432	70,800	902	186,690	257,490
Brazilian	225	154,197	95,969	306	65,539	161,508
Belgian	146	170.315	114,257	8	3,778	118,035
Argentine	180	124,021	73,106	163	43,817	116,923
Chilian	70	86,336	54,357	91	42,177	96,534
Portuguese	55	59,354	36,652	270	46,744	83,396
Cuban	46	54,067	34,680	119	11,315	45,995
Uruguayan	33	25,877	16,104	65	25,902	42,006
Chinese	45	61,202	39,615	8	1,447	41,062
Peruvian	6	8,780	5,687	53	21,943	27,630
Mexican	35	23,312	14,141	48	9,173	23,314
Roumanian	27	29.939	15,997	19	3,408	19,405
Honduras	9	16,310	10,400	1	257	10,657
Egyptian	21	14,472	8,031	8	2,480	10,511
Nicaraguan	2	1,753	420	8	4,996	5,416
Montenegrin	....	....	....	22	5,077	5,077
Venezuelan	9	3.951	2,096	19	2,819	4,915
Haitian	6	2,662	1,556	11	2,056	3,612
Bulgarian	5	4,328	2,629	1	110	2,739
Sarawak	4	3,597	2,261	1	347	2,608
Arabian	....	....	....	3	2,484	2,484
Siamese	7	3,359	1,918	3	545	2,463
Colombian	1	881	457	5	1,388	1,845
Guatemala	....	....	....	7	1,770	1,770
Corean	3	2,086	1,561	....	....	1,561
Dominican	....	....	....	9	1,246	1,246
Persian	2	1,328	885	1	107	992
Tunisian	2	584	304	3	615	919
Hawaiian	....	....	....	4	804	804
Liberian	....	....	....	2	686	686
Bolivian	....	....	....	1	607	607
Costa Rican	2	528	313	1	233	546
Panaman	1	748	454	....	....	454
San Salvador	....	....	....	3	454	454
Zanzibar	2	508	308	....	....	308
Paraguay	1	282	232	....	....	232
Congo	2	599	200	....	....	200
Ecuador	....	....	....	2	199	199
Crete	....	....	....	1	111	111
Servian	1	264	102	....	....	102
Gibraltar	....	....	....	1	94	94
Unknown	6	8.560	5,464	20	6,966	12,430
Total	18,803	30,962,939	19,168,357	28,161	7,608,250	26,776,607

* Included in British.

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion
1906 both

ETAT COMPARATIF des nouveaux navires construits et enregistrés au Canada
les deux

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	90	42.027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario	50	10,797	53	7.760	47	5,397	28	3,316	30	2,409
Prince Edward Island	88	24.634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia	5	276	...	....	1	121	2	204	2	45
Manitoba	....	....	.....	....	.....	....	3	48	1	15
	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746	......	......	3	2,721	2	1,943	1	663
Add new vessels which left Quebec for registration in Germany	....	......	......	......	1	480	......	....	......	....
Total	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536

Provinces.	1886.		1887.		1888.		1889.		1890.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	34	4,931	18	2,909	32	2,530	50	4,792	35	5,572
Nova Scotia	93	20,948	87	12,310	116	12,965	126	19,645	150	33,907
Quebec	27	2,683	28	2,888	23	2,669	27	3,759	25	4,880
Ontario	52	2,075	66	2,993	62	5,095	45	3.259	41	4,917
Prince Edward Island	12	1,318	7	601	12	1,412	12	1,503	12	2,008
British Columbia	8	154	9	376	18	448	12	840	15	876
Manitoba	3	98	8	439	1	11	8	548	7	218
Total	229	32,207	223	22,516	264	25,130	280	34,346	285	52,378

Provinces.	1898.		1899.		1900.		1901.		1902.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	31	790	31	798	22	762	25	1,141	23	1,055
Nova Scotia	67	4,962	92	7,594	117	9,416	133	14,660	140	14,827
Quebec	51	4,139	35	5,943	50	4,301	43	7,421	16	1,990
Ontario	46	1,872	52	3,419	58	3,734	62	2,665	60	8.791
Prince Edward Island	5	372	3	56	3	106	6	589	8	530
British Columbia	72	12,228	51	2,734	43	3,837	62	7,728	36	2,550
Manitoba	6	159	13	554	3	109	3	112	10	137
Yukon District	.....	....	......	...	1	61	1	165	3	336
Saskatchewan	.....	......	.....	....	....	......	.....	....	.....	....
Total	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216

of Canada during the Year ended December 31, in each Year, from 1874 to inclusive.

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pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1906. comprises.

1879.		1880.		1881.		1882.		1883.		1884.		1885.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815	29	4,556
42	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4,446	45	4,509
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707
5	788	....	....	2	85	8	1,631	5	849	15	675	6	648
....	....	1	100	3	116	1	289	2	125	37	3,366	13	320
265	74,227	288	65,441	337	74,060	288	60,113	374	74,090	387	72,411	240	44,179
....	....	....	....	..	....	1	1,029	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....	....	....	....	....
265	74,227	288	65,441	337	74,060	289	61,142	374	74,090	387	72,411	240	44,179

1891.		1892.		1893.		1894.		1895.		1896.		1897.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	6,269	21	1,873	119	2,819	40	2,534	27	714	24	627	33	1,738
130	35,528	105	16,446	111	15,089	128	8,721	89	4,762	97	7,704	54	4,259
46	4,200	34	2,620	53	4,220	55	4,412	49	4,335	36	3,969	49	4,227
44	2,662	34	3,684	49	4,126	64	3,137	52	3,732	38	1,757	50	3,850
5	1.000	9	967	3	634	3	183	1	196	3	111	3	226
41	2,364	46	2,887	19	944	25	1,900	18	1,709	22	1,466	26	2,429
3	122	6	296	8	608	11	356	14	822	7	512	16	365
312	52,145	255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,094

1903.		1904.		1905.		1906.		—		—		—	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
24	1,708	25	1,306	25	998	23	431	....	....	....	....	....	....
135	12,907	99	5,993	160	7,453	154	7,538	....	....	....	....	....	....
31	1,076	20	3,203	24	1,438	50	3,940	....	....	....	....	....	....
71	10,719	105	5,167	85	5,735	74	6,014	....	....	....	....	....	....
6	171	2	185	6	577	4	147	....	....	....	....	....	....
56	3,494	48	2,362	51	3,536	82	2,774	....	....	....	....	....	....
5	248	9	338	1	44	9	808	....	....	....	....	....	....
Nil.	Nil.	Nil.	Nil.	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	1	89	....	....	....	....	....	....
328	30,323	308	18,554	352	19,781	397	21,741	....	....	....	....	....	....

LIST of vessels whose names have been changed by Order in Council, under Section 21 of Chapter 72 of the Revised Statutes of Canada, during the year ended December 31, 1906.

LISTE des navires dont les noms ont été changés par Ordre en Conseil, d'après les dispositions de l'article 21, chapitre 72 des Statuts Revisés du Canada, durant l'année finissant le 31 décembre 1906.

Official Number. — Numéro officiel.	Present Name of Vessel. — Nom actuel du navire.	Port of Registry. — Port d'enregistrement.	Former Name of Vessel. — Ancien nom du navire.
106075	A. W. Perry	Halifax	Beverly.
78142	Amherst	Port Medway	Lady Glover.
117032	Batchewana	Sault Ste. Marie	Robert A. Packer.
33746	Beauharnois	Ottawa	Richelieu.
121784	Bickerdike	Ottawa	Arabia.
92483	Briton (The)	Bowmanville	S. and J. Collier.
77698	Cataract	Hamilton	Myles.
72737	Duchess of Bedford	Victoria	Beatrice.
112207	Dundurn	Hamilton	Pere Marquette No. 2.
121761	Erin	Vancouver	Sarah M. Renton.
107598	Erindale	Owen Sound	City of Owen Sound.
116903	Hugh G	Parrsboro'	Ida Bentley.
116954	Ionic	Sarnia	Cuba.
92723	Irene	Midland	Maud.
116951	Josephine	Quebec	Eva S. Robinson.
117149	Marion C.	Halifax	Orion.
103805	May W. Edgett	Pictou, N.S.	Island City.
92735	Premier	Toronto	Lincoln.
116813	Strathmore	Cobourg	Gordon Campbell.
122113	W. S. Calvert	Toronto	Berks.
107750	Wawa	Kingston	Kacymo.
116313	Winner	Amherstburg	J. K. Secor.

LIST of VESSELS in respect of which the Registers have been closed, either on account of being wrecked, broken up, &c., or sold to Foreigners, during the period in which this List was in the course of preparation.

LISTE des VAISSEAUX dont on a clos les registres soit à la suite du naufrage de la destruction ou de la vente de ces vaisseaux à des étrangers durant le temps de la préparation de la présente liste.

Official Number — Numéro Officiel.	Name of Vessel. — Nom du Navire.	Port of Registery. — Port d'enregistrement.	Cause assigned for closing of Register. — Cause pour laquelle le vaisseau a été raye de l'enregistrement.
107067	Agnes May	St. John, N. B.	Wrecked.
92533	Albina	Montreal, Que	"
85718	Anna	Prescott, Ont	Broken up.
111699	Arrow	Liverpool, N. S.	Wrecked.
116984	Assiniboia	Kenora, Ont.	Broken up.
121870	Atlantic	Lunenburg, N. S.	Stranded.
92483	Avonia	Windsor, Ont.	Sold to Foreigners.
111773	Blakely	Vancouver, B. C.	" "
121938	Bretwalda	Halifax, N. S	Transferred to St. John's, N'fl'd.
111441	British Loin	Ottawa, Ont.	Wrecked.
96823	Burnam, H	Lunenburg, N. S	Stranded.
71242	C. W. Dennis	Toronto, Ont	Broken up.
103165	Chehalis	Vancouver, B. C	Lost.
71215	Chippewa	Sarnia, Ont	Broken up.
116301	Corona	Charlottetown, P. E. I.	Transferred to St. John's, N'fl'd.
103162	Crusader	Vancouver, B. C	Broken up.
51656	Dandy	Montreal, Que	" "
64967	Dauntless	Quebec, Que	Wrecked.
116327	E. M. Roberts	Parrsboro, N. S	Transferred to Bridgetown, Barbados.
107372	Emerald	Sydney, N. S	Wrecked.
....	Enterprise	Port Hope, Ont.	Broken up.
83142	Erin	St. Catharines, Ont.	Wrecked.
103429	Fern	Lunenburg, N. S	Sold to Foreigners.
100891	Fleur de Lis	Digby, N. S.	Wrecked.
80976	Flying Robin	Sydney, N. S.	Stranded.
80715	Frances	Paspebiac, Que	Broken up.
85998	Frank, W	St. John, N. B	" "
103021	Free Trade	Moncton, N. B	Lost.
107987	Grace	Shelburne, N. S.	Transferred to St. John's, N'fl'd.
94870	Gypsum Queen	Parrsboro, N. S.	" " Bridgetown, Barbados.
36709	Hare.	Paspebiac, Que.	Condemned as unseaworthy.
116721	Harry Miller	St. John, N. B	Transferred to St. John's, N'fl'd.
72996	Highland Beauty.	Toronto, Ont.	Lost.
90799	Horse Shoe	Victoria, B. C.	Broken up.
116588	Ivanhoe	Liverpool, N. S.	Missing.
80671	J. K. Ward	Montreal, Que	Burnt.
88502	John E.	Sydney, N. S.	Lost.
70290	John Pratt	Montreal, Que	Broken up.
75481	Julia Ward	Charlottetown, P. E. I.	Transferred to St. John's N'fl'd.
76548	Kinross	Victoria, B. C.	Sold to Foreigners.
77739	Magic	Digby, N. S.	Wrecked.
74378	Mary.	St. Catharines, Ont.	Lost.
83493	Mary C.	Liverpool, N. S	Abandoned at Sea.
69213	May Fly	Lunenburg, N. S	Broken up.
....	Maude	Montreal, Que	Sunk by Collision.
103757	Minnie J. Heckman.	Lunenburg, N. S	Transferred to St. John's, N'fl'd.
116329	Myrtle Leaf	Parrsboro, N. S.	" " Bridgetown, Barbados.
103596	Nelson	Charlottetown, P. E. I.	Wrecked.
....	Novelty	Port Hope, Ont.	Burnt.
83168	Nymphaea	Lunenburg, N. S	Broken up.
80713	Oak Bay	Paspebiac, Que.	" "
75570	Olive Branch	Lunenburg, N. S	Lost.
51534	Powerfull	Montreal, Que	Broken up.
116341	Preroma	Arichat, N. S	Transferred to St. John's, N'fl'd.

LIST of VESSELS in respect of which the Registers have been closed, &c.—*Concluded*

LISTE des VESSEAUX dont on a clos les registres soit à suite du naufrage etc.—*Fin.*

Official Number. — Numéro Officiel.	Name of Vessel. — Nom du Navire.	Port of Registry. — Port d'enregistrement.	Cause assigned for closing of Register. — Cause pour laquelle le vaisseau a été raye de l'enregistrement.
92631	Ray	Lunenburg, N. S.	Broken up.
83133	Regina B.	Halifax, N. S.	Stranded.
100516	Robert Ewing	Parrsboro, N. S.	Transferred to Bridgetown, Barbados.
111892	Rothesay	Weymouth, N. S.	" " " "
83089	Saint Peter	Pictou, N. S.	Wrecked.
94888	Sandy	Montreal, Que	Broken up.
....	Scugog	Port Hope, Ont.	Burnt.
51689	Skylark	Toronto, Ont.	Lost.
103133	Snow Shoe	Quebec, Que	Broken up.
....	Sparrow	Montreal, Que	" "
100829	Stranger	Lunenburg, N. S.	" "
94681	Thames	Collingwood, Ont.	" "
116201	Victor	Halifax, N. S.	Transferred to St. John's, N'fl'd.
82691	Vienna	Bowmanville, Ont.	Lost.
83412	Whistle Wing	Port Hope, Ont.	Broken up.
111403	Willis C.	Lunenburg, N. S.	Transferred to St. John's, N'fl'd.
90791	Wilna	Victoria	Broken up.

F. GOURDEAU.
Deputy Minister of Marine & Fisheries,

DEPARTMENT OF MARINE & FISHERIES,
Ottawa, 1907.

PART I

STEAM VESSELS

PARTIE I

VAPEURS

PART I.—PARTIE I.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, December 31, 1906.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, 31 décembre 1906.

Abbreviations.—Abréviations:—**J. O.**, Joint owners—propriétaires conjoints; **M. O.**, Managing owner—propriétaire gérant; **Pa.**, Paddle—à aubes; **Sc.**, Screw—à hélice.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant et adresse.
88,639	A. B. Cook	St. Catharines	1885	Port Robinson, Ont.	54 4	12 0	6 6	34	23	13 sc	James Bampton, Welland, Ont.
75,821	A. C. Whitney	Halifax	1873	Boston, Mass., U.S.A.	76 0	17 5	5 6	63	41	75 sc	The A. C. Whitney Co., Ltd., Halifax, N.S.
97,014	A. D. Cross	St. Catharines	1897	Port Colborne, Ont.	49 0	16 0	8 9	47	32	11 sc	Mrs. Ida M. Armstrong, Port Colborne, Ont.
116,385	A. F. Bowman	Port Arthur	1906	Collingwood, Ont.	76 0	22 0	12 0	113	77	32 sc	Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
77,820	A. H. Jennie	Toronto	1882	Port Rowan, Ont.	119 0	21 1	9 3	197	121	.....	Agnes M. Britnell, Toronto, Ont.
100,393	A. M. Petrie	Hamilton	1892	Hamilton, Ont.	50 0	10 0	4 9	20	13	1 sc	R. Mackay and A. McDonald, J. O., Goderich, Ont.
96,873	A. V. Crawford	Port Stanley	1891	Goderich, Ont	72 0	15 7	7 2	51	35	20 sc	Mrs. Ella B. Boone, Toronto, Ont.
106,075	A. W. Perry	Halifax	1897	Belfast, Ireland	225 0	34 0	14 7	1,517	873	370 sc	The Canada Atlantic & Plant Steamship Co., Ltd., Halifax, N.S.
90,767	A. Chambers	Goderich	1888	Goderich, Ont.	55 7	14 0	5 2	23	16	30 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
71,244	A. Seaman	Toronto	1873	Buffalo, N.Y., U.S.A.	69 5	15 2	7 2	76	52	55 sc	J. V. Crawford, Wiarton, Ont.
92,740	Abeona	"	1889	Toronto, Ont.	89 0	15 7	5 5	46	31	22 sc	Harry Oldfield, Parry Sound, Ont.
100,659	Aberdeen	Kingston	1894	Westport, Ont.	51 0	8 4	4 2	13	9	6 sc	Wm. Harty, Kingston, Ont.

103,554	Aberdeen	Montreal	1895	Sorel, Que	79 3	18 3	9 0	87	55	43 sc	Harbour Commissioners, Montreal, Que.
103,227	Aberdeen	Ottawa	1894	Paisley, G.B	180 0	31 1	16 9	674	266	200 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
94,924	Aberbeen	Picton, Ont	1894	Picton, Ont	99 6	22 0	8 7	142	87	30 sc	A. W. Hepburn, Picton, Ont.
100,886	Aberdeen	St. John, N.B	1894	St. John, N.B	140 2	22 0	4 0	244	137	17 pa	G. H. Perry, St. John, N.B.
100,675	Aberdeen	Vancouver	1893	Vernon, B.C	146 2	29 9	6 8	554	349	17 pa	Canadian Pacific Railway Co., Montreal, Que.
100,148	Aberdeen	Winnipeg	1892	Battleford, Sask	58 6	42 3	3 8	26	26	2 pa	John G. Oliver, Battleford, Sask.
97,007	Abino	St. Catharines	1894	Fort Erie, Ont	41 3	10 3	3 8	8	5	7 sc	Wm. T. Windsor, Callender, Ont.
100,395	Acacia	Hamilton	1893	Hamilton, Ont	92 4	19 4	6 6	107	73	7 sc	M. O. Mathews, M.O., Hamilton, Ont.
96,891	Acadia	Ottawa	1880	Chester, Pa., U.S.A	182 5	23 6	18 7	520	354	138 sc	E. and T. Lantalum, St. John, N.B.
92,488	Acadia	Windsor, N.S	1887	Hantsport, N.S	72 0	21 3	6 8	74	67	31 sc	Geo. E. Boak, Halifax, N.S.
111,652	Actæa	Montreal	1894	Poughkeepsie, N.Y., U.S.A.	46 0	9 5	4 1	11	8	3 sc	Andrew F. Gault, Montreal, Que.
100,186	Active	Montreal	1873	Montreal, Que	129 5	24 2	10 9	302	190	200 sc	Montreal Transportation Co., Ltd., Montreal, Que.
94,894	Active	Vancouver	1889	New Westminster, B.C	116 0	20 7	10 3	172	119	50 sc	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
100,367	Activity	Quebec	1892	Lévis, Que	44 6	12 8	5 2	22	9	25 sc	J. D. Cameron, Quebec, Que.
88,665	Ada	Chatham, N.B	1884	Chatham, N.B	32 0	6 3	3 0	4	2	5 sc	Mrs. Susan M. Glasier, Lincoln, Sunbury Co., N.B.
90,539	Ada	Montreal	1886	Montreal, Que	61 2	15 0	5 6	29	19	120 sc	Chas. Ogilvie, Ottawa, Ont.
107,110	Ada	Victoria	1890	Vancouver, B.C	23 8	8 5	2 8	4	3	1 sc	R. C. Colston, Pender Island, B.C.
75,642	Ada Alice	Toronto	1879	Port Dalhousie, Ont	66 5	13 2	4 0	60	41	10 sc	Joseph Goodwin, Toronto, Ont.
116,927	Adam Hall	Victoria	1904	Arrowhead, B.C	112 0	20 1	6 7	145	55	25 sc	Big Bend Lumber Co., Ltd., Arrowhead, B.C.
107,401	Adelaide	Montreal	1888	Morris Heights, N. Y. U.S.A.	30 0	6 0	2 8	3	2	— sc	L. R. Dowker, Montreal, Que.
107,373	Adele	Sydney	1890	U.S.A	76 5	13 6	6 3	38	23	18 sc	Arthur J. Moxham, Sydney, N.S.
92,536	Adirondack	Montreal	1887	Berthier, Que	40 0	9 3	5 4	12	8	8 sc	Joseph H. Dansereau, Verchéres, Que.
71,236	Admiral	Port Stanley	1880	Petersville, Ont	45 6	10 3	3 3	9	8	7 sc	Peter G. Carpenter, Sombra, Ont.
72,247	Admiral	St. John, N.B	1876	Portland, N.B	119 6	22 0	5 7	158	100	66 pa	Parker Glasier, Lincoln, Sunbury Co., N.B.
107,973	Admiral Togo	Dorchester	1905	Port Greville, N.S	28 0	9 0	3 6	5	4	2 sc	Edward Cole, Dorchester, N.B.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
103,566	Adonis.	Montreal	1890	Kingston, Ont.	61 4	11 1	4 4	14	10	8 sc	J. B. Tressider, Montreal, Que.
90,702	Adrelexa.	St. Catharines	1886	Port Robinson, Ont.	61 0	10 3	4 6	20	14	2 sc	Edward Adamson, Toronto, Ont.
....	Advance	Kingston.	1862	Bedford Mills, Ont	66 3	10 6	7 1	41	14	....	F. Smith, Toronto, Ont.
88,632	Advance	Montreal	1884	St. Catharines, Ont.	175 0	35 3	15 0	1,031	358	116 sc	Montreal Transportation Co., Ltd., Montreal, Que.
90,775	Advance	Windsor, Ont.	1886	Windsor, Ont.	48 8	15 1	4 0	72	49	20 sc	Wm. A. Kennedy, Manitoulin, Ont.
117,154	Afton	New Westminster	1906	New Westminster, B.C.	28 0	5 8	3 0	3	2	1 sc	Thomas H. Goldie, New Westminster, B.C.
85,305	Agnes	Montreal	1883	Buckingham, Que.	56 8	12 4	4 4	29	20	30 sc	G. Bothwell, Buckingham, Que.
85,325	Agnes	Owen Sound	1884	Meaford, Ont.	50 0	13 7	6 0	23	16	30 sc	W. W. Grant and Wm. Vance, Spanish River, Ont.
107,362	Agnes.	Toronto	1898	Toronto, Ont.	55 0	9 2	3 9	14	10	3 sc	Thos. Ellis, Roach's Point, Ont.
116,777	Agnes	Vancouver	1904	Ladners, B.C	26 0	6 6	2 4	3	2	$\frac{4}{5}$ sc	Duncan Bell-Irving, Vancouver, B.C.
103,697	Agnes C	Sault Ste. Marie	1887	Green Bay, Wis., U.S.A.	47 0	9 0	5 0	20	10	— sc	W. H. Plummer, Sault Ste. Marie, Ont.
77,999	Agnes McMahon	Ottawa	1870	St. Catharines, Ont.	96 0	15 3	6 4	81	47	50 sc	Israel Clement, Montreal, Que.
116,244	Agnes Smith	Sault Ste. Marie	1904	Little Current, Ont.	64 0	15 0	6 0	57	36	13 sc	John Henderson, Blenheim, Ont., and Lorne Smith, Little Current, Ont., J. O.
111,752	Agwinde	Kenora	1900	Kenora, Ont.	105 0	22 5	4 0	307	143	1 pa	John T. Horne, Fort William, Ont.

103,672	Ahmic	Toronto	1896	Gravenhurst, Ont.	80 4	15 0	4 6	77	52	11 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
77,915	Ahteek	Sault Ste. Marie	1879	Port Hope, Ont	57 0	12 6	7 9	29	21	23 sc	W. H. Plummer, Sault Ste. Marie, Ont.
97,047	Aid	Liverpool	1891	Liverpool, N.S.	79 2	24 4	7 5	99	67	130 sc	Alfred Dickie, Lower Stewiacke, N.S.
92,295	Aid	Ottawa	1886	Hull, Que	65 0	18 0	3 6	25	15	20 pa	J. A. Cameron, Thurso, Que.
116,834	Aileen	Kingston	1904	Perth, Ont.	56 4	11 8	4 4	24	16	4 sc	Peter Cavanagh, Perth, Ont.
116,409	Aimé	Victoria	1899	Chemainus, B.C.	38 0	9 0	3 2	9	6	3 sc	Joseph Pearson and C. G. Lawrence, Chemainus, B. C.
116,789	Airdrie	Vancouver	1904	Steveston, B.C.	35 0	11 1	3 3	9	6	1 sc	Thomas R. McLay, Vancouver, B.C.
111,935	Ajax	Lindsay	1902	Bobcaygeon, Ont.	54 0	14 6	6 1	33	23	50 sc	W. F. C. Boyd, M.O., Bobcaygeon, Ont.
107,257	Alameda	New Westminster	1898	Lake Bennett, B.C	50 0	12 0	2 5	32	20	2 pa	John J. McKenna, Lake Bennett, B.C.
88,600	Alameda	Yarmouth	1885	Arcadia, N.S.	66 6	13 0	4 8	63	49	10 sc	A. Strang, Cape Traverse, P.E.I.
103,484	Alarm	Victoria	1893	Georgetown, B.C.	52 0	13 8	7 0	34	23	5 sc	Georgian Logging Co., Ltd., Goica, B.C.
122,229	Alaska	Montreal	1906	Sorel, Que	102 3	23 7	14 2	246	144	66 sc	The Sincennes McNaughton Line, Ltd., Montreal, Que.
107,673	Alaska	Quebec	1899	St. Nicholas, Que.	73 4	21 7	5 3	51	45	12 sc	Cie Maritime et Commercial du Bas St. Laurent. Ltd., Anticosti, Que.
117,174	Alaska	Windsor, Ont	1878	Detroit, Mich., U.S.A.	165 2	29 0	10 6	348	173	8 sc	W. J. Pulling and J. E. Williscroft, Windsor, Ont.
83,040	Albani	Brockville	1882	Sorel, Que	78 6	13 6	7 0	58	39	40 sc	W. H. Comstock, Brockville, Ont.
100,622	Albani	Port Dover	1892	Simcoe, Ont.	36 3	7 6	3 5	5	4	1 sc	Wm. Davies, Toronto, Ont.
116,929	Albatross	Vancouver	.....	London, G.B.	96 5	12 1	6 5	38	26	22 sc	Frank N. Asman, Vancouver, B.C.
88,539	Albert	Hamilton	1891	Hamilton, Ont.	21 6	5 0	2 6	1	1	2 pa	Henry W. Harrison, Hamilton, Ont.
103,103	Albert	Montreal	1890	St. Laurent, Que.	42 0	6 0	2 7	3	2	1 sc	Adolphe Pepin, St. Aimé, Que.
96,712	Albert	Ottawa	1888	Aylmer, Que	147 5	42 2	7 9	296	198	100 sc	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
111,942	Albert Lea	New Westminster	1888	Jig Harbour, Wash., U.S.A	42 8	8 8	4 9	19	13	2 sc	G. W. Dawson, Vancouver, B.C.
116,942	Alberta	Kenora	1904	Kenora, Ont.	20 0	5 0	2 0	2	1	1 sc	D. L. Mather, Kenora, Ont.
116,950	Alberta	"	1904	Prince Albert, Sask.	130 0	31 0	4 0	315	214	15 pa	William Cowan, Prince Albert, Sask.
85,765	Alberta	Montreal	1883	Whiteinch, G.B.	263 5	38 2	23 3	2,282	1,552	300 sc	Canadian Pacific Railway Co., Montreal, Que.
116,603	Alberta	Montreal	1905	Sorel, Que	96 4	17 7	6 9	125	62	42 sc	The Sincennes McNaughton Line, Ltd., Montreal, Que.

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111,433	Albion	Halifax	1902	Moser's River, N.S.	35 8	10 5	4 0	9	6	1 sc	Alfred Dickie, Lower Stewiacke, N.S.
107,716	Albion	Victoria	1899	Vancouver, B.C.	79 2	18 2	8 3	87	60	24 sc	The Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
112,043	Alcyon	Quebec	1901	Ste. Anne de Chicoutimi, Que.	63 4	13 9	4 5	44	30	4 sc	E. Gagnon, Ste. Anne de Chicoutimi, Que.
103,964	Alcyone	Montreal	1890	Chicago, Ill., U.S.A.	76 2	11 0	6 4	38	22	14 sc	H. M. Molson, Montreal, Que.
100,096	Alcyone	St. John, N.B.	1892	St. John, N.B.	36 7	9 1	4 3	15	10	30 sc	Henry Eagle, Chatham, N.B.
85,769	Alert	Montreal	1879	St. John's, Que.	40 3	7 2	3 1	4	2	7 sc	Louis H. Hébert, St. John's Que.
116,862	Alert	Ottawa	1904	Temiscamingue, Que.	68 3	12 4	5 2	53	26	10 sc	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
92,421	Alert	Prescott	1886	Morrisburg, Ont	64 0	14 4	5 0	50	35	9 sc	Minister of Railways and Canals, Ottawa, Ont.
96,699	Alert	St. Catharines	1886	Port Robinson, Ont.	58 4	15 1	7 2	47	32	28 sc	The Welland Canal Tug Co., Ltd., Port Colborne, Ont.
116,248	Alert	Sault Ste. Marie	1903	Richard's Landing, Ont.	37 0	9 0	4 8	9	4	1 sc	John A. Kaye, Sault Ste. Marie, Ont.
86,871	Alert	Sydney	1880	South Bristol, Me. U.S.A	98 3	19 1	7 4	105	63	10 sc	Hugh McDonald, Sydney, N.S.
117,011	Alert	Vancouver	....	....	33 5	10 3	4 2	12	8	1 sc	Robert Draney, Namu Harbour, B.C.
107,529	Alert	Victoria	1899	New Denver, B.C.	31 5	6 7	3 0	3	2	— sc	Willis F. Cook, New Denver, B.C.
107,515	Alert	"	1898	Linderman, B.C.	34 0	8 0	4 0	7	5	1 sc	John J. McKenna, Lake Bennett, B.C.

94,807	Alert	Victoria	1889	Victoria, B.C	62 0	15 4	6 5	44	26	80 sc	Carl Strongren, Nanaimo, B.C., and Albert A. Sears, Victoria, B.C.
121,774	Alert	Winnipeg	1905	Selkirk, Man.,	55 0	12 0	5 5	28	19	8 sc	The Northern Fish Co., Ltd., Selkirk, Man.
107,748	Aletha	Kingston	1901	Kingston, Ont	107 4	19 7	5 5	171	99	25 sc	Mrs. Aletha Roys, Kingston, Ont.
96,898	Alexander Fraser	Ottawa	1890	Pembroke, Ont	140 0	41 0	7 5	320	174	23 pa	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
112,153	Alexandra	Chatham, N.B	1902	Chatham, N.B	97 0	24 6	9 0	201	136	38 sc	Miramichi Steam Navigation Co., Ltd., Chatham, N.B.
100,282	Alexandra	Lindsay	1891	Lakefield, Ont	76 0	18 0	6 0	105	71	50 sc	Jos. B. Parkin, M.O., Lindsay, Ont.
116,340	Alexandra	Ottawa	1903	Temiscamingue, Que	148 0	45 4	8 1	417	280	96 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,598	Alexandra	Sydney	1889	Sorel, Que	79 2	13 8	4 2	34	23	6 sc	David Rudderham, North Sydney, N.S.
107,380	Alexandra	Sydney	1902	Port Morien, N.S	44 2	10 4	4 8	14	10	12 sc	Robt. Spencer, Port Morien, N.S.
112,291	Alexandra	Winnipeg	1902	Winnipeg, Man	84 0	19 8	3 2	164	38	5 sc	The Pioneer Navigation & Sand Co., Ltd., Winnipeg, Man.
85,768	Alexandria	Picton, Ont	1883	Montreal, Que	173 7	30 6	8 4	863	508	50 pa	Arthur W. Hepburn, Picton, Ont.
88,528	Alfie	Hamilton	1887	Hamilton, Ont	28 0	6 2	3 1	3	2	4 sc	M. B. Thomas, Dundas, Ont.
111,937	Alfred	Lindsay	1895	Lindsay, Ont	48 5	19 0	4 6	89	61	35 pa	A. L. Davis, Peterboro', Ont.
80,771	Alfred Wilson	Sarnia	1879	Port Franks, Ont	45 0	12 7	3 5	33	22	8 sc	D. Sutherland, Chatham, Ont.
116,697	Algoma	Kenora	1904	Fort Frances, Ont	56 0	14 0	5 5	69	47	3 sc	The Rat Portage Lumber Co., Ltd., Kenora, Ont.
111,763	Algoma	Kingston	1901	Kingston, Ont	36 6	8 4	3 4	5	3	10 sc	John H. Davis, Kingston, Ont.
111,803	Algoma	Sault Ste. Marie	1901	Toronto, Ont	104 0	26 3	11 0	157	107	54 sc	Robt. A. Lyon, Sault Ste. Marie, Ont.
95,051	Algonquin	Port Arthur	1888	Yoker, G.B	245 0	40 1	20 6	1,806	1,172	150 sc	The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.
122,076	Algonquin	Toronto	1906	Huntsville, Ont	120 0	23 8	6 5	305	200	32 sc	The Huntsville Lake of Bays Lake Simcoe Navigation Co., Ltd., Huntsville, Ont.
103,236	Alice	Montreal	1894	Sorel, Que	70 7	17 5	7 6	67	46	15 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
116,610	Alice	Montreal	1902	Three Rivers, Que	41 0	10 9	3 6	15	8	2 sc	Théophile Lemyre, Grandes Piles, Que.
103,883	Alice	Ottawa	1896	Aylmer, Que	31 0	8 3	3 0	3	2	3½ sc	A. Whelan, Aylmer, Que.
111,862	Alice	"	1901	Kippewa, Que	62 0	12 6	4 8	26	18	10 sc	Patrick Kelly, Kippewa, Que.
92,674	Alice	Pictou, N.S	1888	Pictou, N.S	42 8	11 7	4 4	16	11	20 sc	W. H. Irving, Buctouche, N.B.
107,723	Alice	Vancouver	1900	Vancouver, B.C	66 8	12 6	4 2	35	24	2½ sc	S.K.Champion, *et al.*, Vancouver, B.C.

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112,244	Alice	Vancouver	1902	Vancouver, B.C	33 0	9 2	4 4	11	8	4 sc	Vancouver Power Co., Victoria, B.C.
116,403	Alice	Victoria	1901	Friday Harbour, Wash., U.S.A.	26 6	8 4	3 2	3	2	1 sc	Richard Hall, James Island, B.C.
117,001	Alice A	Vancouver	1895	Portland, Ore., U,S.A.	38 0	7 6	2 6	9	6	1 sc	Martin Monk and Chas. Christianson, New Westminster, B.C.
80,909	Alice Brooks	Owen Sound	1882	Port Elgin, Ont	40 6	11 5	5 4	17	11	12 sc	Edward Brooks, Port Elgin, Ont.
107,169	Alice G	Collingwood	1902	Collingwood, Ont	60 0	12 0	6 3	36	25	5 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
116,659	Alice Maud,	Yarmouth	1904	Shelburne, N.S.	65 0	14 3	6 6	45	30	16 sc	Thomas N. McGrath, Tusket, N.S.
59,223	Alida.	Halifax	1861	Philadelphia, Pa., U.S.A.	79 4	18 0	6 2	64	30	50 sc	Ed. Brownell; Porter's Lake, N.S.
100,757	Aligator	Toronto	1893	Pine Lake, Ont	31 0	11 5	3 4	6	4	25 pa	F. Baker, Barrie, Ont.
116,722	Allan Sewell	St. John, N.B.	1904	Maugerville, N B.	42 2	8 2	4 1	12	8	4 sc	A. H. Sewell, Gibson, N.B.
107,367	Allena May	Toronto	1897	Walker's Point, Ont.	47 5	7 6	3 1	16	11	2 sc	H. Walker and Chas. J. Smith, J.O., Walker's Point, Ont.
100,414	Allie	Ottawa	1890	Brockville, Ont.	40 0	8 0	3 0	11	8	15 sc	A. W. Jones and D. M. Jones, J.O., Ottawa, Ont.
112,274	Alma	Montreal.	1903	Sorel, Que	54 7	12 3	6 0	43	29	3 sc	Chas. Marcoux, Berthier, Que.
116,599	Alma	"	1895	Derby, Vt., U.S.A.	29 7	8 6	3 6	6	4	1 sc	Charles J. Lorimer, Stanstead, Que.
100,369	Alma.	Quebec	1891	Portneuf, Que	36 0	10 0	5 0	12	8	20 sc	A. Lemay, Portneuf, Que.
92,692	Alma T	Winnipeg	1889	Kenora, Ont.	35 0	8 3	3 1	16	11	1 sc	Ontario & Western Lumber Co. Ltd., Kenora, Ont.

121,917	Alma V	Kenora	1906	Kenora, Ont	68 0	13 5	3 5	56	38	2 sc	S. Villeneuve and L. Villeneuve, J.O., Kenora, Ont.
71,241	Almeda Covell	Toronto	1868	Buffalo, N.Y., U.S.A	32 5	9 0	4 3	9	6	12 sc	Nathaniel Dickey and John Ginty, J. O., Toronto, Ont.
107,176	Almida	Port Arthur	1899	Port Arthur, Ont	30 0	10 0	3 7	8	4	1 sc	A. W. Nuttall, Port Arthur, Ont.
107,924	Alpha	New Westminster	.....	Juneau, Alaska, U.S.A.	30 0	8 5	6 0	10	7	4 sc	Lewis McLachlan, White Horse, Y.T.
100,750	Alpha	Quebec	1898	Cheverie, N.S	72 6	18 2	7 2	61	42	20 sc	Cie Maritime et Commerciale du Bas St. Laurent, Ltd., Anticosti, Que.
111,495	Alpha	Quebec	1900	Lévis, Que	47 5	12 2	4 9	20	7	12 sc	Minister of Marine and Fisheries, Ottawa, Ont.
122,047	Alpha	St. Andrews, N.B.	1906	St. Andrews	43 0	12 0	4 6	15	10	20 sc	Lanton C. Guptill, Grand Manan, N.B.
116,945	Alpha	Kenora	1902	Winnipeg, Man	30 0	6 2	2 2	2	2	1 sc	Young Men's Christian Association, Winnipeg, Man.
116,602	Alphonse Racine	Montreal	1904	Sorel, Que	79 2	18 6	10 1	121	69	42 sc	Harbour Commissioners, Montreal, Que.
116,790	Alta	Vancouver	1904	San Francisco, Cal., U.S.A.	32 0	7 7	2 8	9	6	3 sc	Britannia Copper Syndicate, Ltd., Vancouver, B.C.
111,447	Alva	Ottawa	1901	Ottawa, Ont	50 0	13 2	4 6	27	22	12 sc	Henry E. Shaver, Ottawa, Ont.
103,211	Amable du Fond	Ottawa	1894	Arnprior, Ont	41 6	16 4	3 3	17	11	20 pa	H. F. McLachlin and Claude McLachlin, J.O., Arnprior, Ont.
59,929	Amanda	Quebec	1868	Island of Orleans, Que	32 0	11 0	5 0	11	7	10 sc	Hyacinthe Beaulieu, Lévis, Que.
104,069	Amelia	Magdalen Islands	1894	Ayr, G.B.	145 0	22 8	9 9	357	103	70 sc	The Magdalen Islands Steamship Co., Ltd., Halifax, N.S.
121,844	Amenda	Toronto	1903	Ahmic Harbour, Ont	36 0	7 5	3 2	6	4	½ sc	William Stewart, Dist. Muskoka, Ont.
100,662	America	Kingston	1895	Kingston, Ont	153 2	33 2	6 4	521	266	200 pa	The St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
79,042	Amethyst	Halifax	1878	Stockton-on-Tees, G. B.	240 2	32 0	16 7	1357	872	123 sc	John H. Ridge, Portland, Me., U.S.A.
78,142	Amherst	Port Medway	1877	Preston, G. B.	113 0	18 5	10 5	138	94	60 sc	The Magdalen Islands Development Co., Ltd., Montreal, Que.
100,400	Ampere	Hamilton	1894	Hamilton, Ont	31 3	7 0	4 6	5	3	5 sc	Allen Marshall, Hamilton, Ont.
112,121	Amphitrite	Lunenburg	1903	Mahone Bay, N.S.	111 2	25 6	10 2	149	84	24 sc	Clarence A. Larder, New Ross, N.S.
98,073	Amur	Victoria	1890	Sunderland, G.B.	216 0	28 1	17 9	907	570	150 sc	Canadian Pacific Railway Co., Montreal, Que.
111,916	Amy	Toronto	1901	Cornwall, Ont	55 2	15 7	7 2	40	27	10 sc	Randolph Macdonald, Toronto, Ont.
121,723	Amy	Vancouver	1906	Vancouver, B.C	40 5	10 4	5 0	25	17	4 sc	Hugh McCartney, Vancouver, B.C.
112,182	Anchora	Toronto	1902	Kingston, Ont	42 0	7 8	3 1	6	3	5 sc	Robt. J. McKee, Toronto, Ont.
117,031	Andrew J. Smith	Sault Ste. Marie	1893	Manitowoc, Wis., U.S.A.	117 0	23 6	8 6	387	209	52 sc	F. M. Perry, Sault Ste. Marie, Ont.

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92,308	Anderson	Collingwood	1888	Midland, Ont	42 0	11 0	5 6	16	11	12 sc ..	James Wiarton, Clark, Ont.
100,626	Angler.........	Port Dover	1895	Buffalo, N.Y., U.S.A...	53 0	11 0	5 8	20	14	8 sc ..	John S. Allan, Port Dover, Ont.
92,708	Angler...	Winnipeg...........	1891	Selkirk, Man	47 0	13 8	5 2	16	11	3 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
59,954	Anglesea	Quebec............	1870 1900	Lévis, Que .... Quebec, Que..........	132 5	21 9	9 2	280	177	60 pa ..	John C. Kaine, Quebec, Que.
107,512	Anglian..........	Victoria....	1898	Teslin Lake, B.C	85 0	20 6	4 5	161	114	5 pa ..	British Yukon Navigation Co., Ltd., Vancouver, B.C.
.....	Anglo-Saxon	Port Hope..........	1868	Port Perry, Ont.........	68 5	13 0	5 0	69	43	....	Ontario Bank, Toronto, Ont.
103,054	Anita	Halifax	1894	Tusket Wedge, N.S	55 9	12 9	6 4	27	12	10 sc ..	Andrew King, Halifax, N.S.
85,718	Anna.............	Prescott....	1883	Cardinal, Ont	44 0	8 0	3 5	8	6	15 sc ..	E. E. Gilbert, Cardinal, Ont.
96,877	Anna Siemon.....	Owen Sound	1888 1901	Port Franks, Ont..... Owen Sound "	41 0	10 0	4 0	19	13	10 sc ..	F. J. Corbett and Richard Corbett, J.O., Owen Sound, Ont.
92,345	Anne Marie	Quebec	1886	Lake St. Joseph, Que ...	37 8	9 6	3 4	8	6	15 sc ..	D. Gillies, Carleton Place, Ont.
116,238	Annie......	Digby.............	1886	Camden, Me., U.S.A....	36 0	9 5	4 0	7	4	1 sc ..	Sanford L. Dakin, Beaver Harbour, N.B.
100,222	Annie.	Halifax............	1892	Dartmouth, N.S	56 6	14 0	6 8	42	29	50 sc ..	Peter Judge, *et al.*, Halifax, N.S.
103,431	Annie.......	Ottawa	1886	Carleton Place, Ont.....	25 4	6 4	2 0	1	1	2 sc ..	E. A. Dunlop and J. Dunlop, jr., Pembroke, Ont.
107,747	Annie Barrett	Kingston	1901	Kingston, Ont.........	58 4	13 8	7 6	42	18	50 sc ..	Mrs. Annie Pendergast, Kingston, Ont.

100,592	Annie C.	Montreal	1889 1894	Newport, U.S.A Georgeville, Que	37 5	8 0	3 2	6	4	1 sc	N. A. Beach, Georgeville, Que.
107,366	Annie C. Hill	Toronto	1890	Owen Sound, Ont	36 0	8 6	3 6	14	9	1 sc	John Forsythe, Barrie, Ont.
71,140	Annie Craig	Port Dover	1879 1880	Port Burwell, Ont. Port Dover "	78 0	16 6	5 3	80	48	30 sc	Eugene O'Keefe, Toronto, Ont.
103,270	Annie Currier	St. John, N.B	1897	Oromocto, N.B	42 4	8 8	3 7	11	7	2 sc	John W. Currier, Oromocto, N.B.
83,158	Annie Lake	Belleville	1894	Belleville, Ont	64 1	9 8	3 5	19	13	12 sc	J. C. Lake, Belleville, Ont.
103,885	Annie Laurie	Ottawa	1890	Sturgeon Falls, Ont	36 5	8 3	3 0	3	3	4 sc	T. Reynolds and H. Dreany, North Bay, Ont.
107,165	Annie M.	Collingwood	1900	Collingwood, Ont	56 0	12 0	6 3	33	22	2 sc	Mrs. M. A. Clark, Collingwood, Ont.
107,173	Annie Mc	Port Arthur	1897	Port Arthur, Ont	33 0	7 8	2 4	13	11	5 sc	Thomas McLeod, Port Arthur, Ont.
96,851	Annie Moiles	Sarnia	1865	East Saginaw, Mich., U.S.A.	81 0	17 0	7 7	71	49	75 sc	The Boutelle Towing & Wrecking Co., Ltd., Sarnia, Ont.
92,398	Antelope	Kingston	1889	Kingston, Ont	60 5	11 5	4 8	20	11	15 sc	George A. Davis, Smith's Falls, Ont.
92,532	Antelope	Montreal	1887	Montreal, Que	82 4	18 4	7 2	83	57	13 sc	Dickson Anderson, Montreal, Que.
107,153	Antic	Vancouver	1894	Seattle, Wash., U.S.A.	30 8	7 0	3 0	4	3	1 sc	R. H. Gardner, Vancouver, B.C.
96,969	Anticosti	Halifax	1891	Sable River, N.S	54 0	13 6	5 6	19	16	9 sc	Mrs. Rosanna Neville, Halifax, N.S.
116,994	Anticosti	Ottawa	1904	Toronto, Ont.	121 3	24 7	19 0	396	269	17 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
100,394	Arabian	Hamilton	1892	Hamilton, Ont	178 6	31 0	13 6	1,073	770	400 sc	J. B. Fairgrieve, Hamilton, Ont.
92,642	Arbutus	Owen Sound	1887	Wallaceburg, Ont	63 0	14 8	7 0	49	34	4 sc	Owen Sound Tug, Lighter & Barge Line, Owen Sound, Ont.
90,898	Arbutus	Pictou, N.S.	1889	Yarmouth, N.S	61 0	14 9	6 0	47	32	15 sc	H. A. Rhynard, Pictou, N.S.
85,555	Arcadia	Pictou, N.S.	1884	Yarmouth, N.S	68 0	16 7	6 4	62	42	30 sc	Mrs. Elizabeth Beattie, Pictou, N.S.
103,912	Archer	Victoria	1897	Arrowhead, B.C.	49 5	13 0	4 0	15	10	3 sc	The Fred. Robinson Lumber Co., Ltd., Revelstoke, B.C.
117,196	Archibald	Kenora	1904	Gold Rock, Ont	46 0	10 0	5 5	20	14	2 sc	Mike Noonan, Gold Rock, Ont.
107,823	Archie	Victoria	1900	Victoria, B.C	27 0	7 4	3 8	4	3	3 sc	Thomas E. Wood, Victoria, B.C.
96,718	Archie Stewart	Ottawa	1890	Ottawa, Ont	81 5	18 8	7 3	80	50	75 sc	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,992	Arctic	Ottawa	1901	Kiel, Germany	165 4	37 2	20 2	762	518	44 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
94,930	Arctic	Picton, Ont	1893	Grindstone Island, N.Y., U.S.A.	96 3	19 3	7 0	101	83	5 sc	The Rathbun Co., Deseronto, Ont.
107,825	Argenta	Victoria	1900	Kaslo, B.C	92 2	20 3	4 2	206	130	4 pa	A. H. MacNeill, Rossland, B.C.

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116,953	Argo	Sarnia	1906	Wallaceburg, Ont.	50 4	11 6	4 8	20	13	2 sc	David Foster, Port Coldwell, Ont.
103,696	Argo	Sault Ste. Marie	1895	Owen Sound, Ont.	27 0	10 0	4 0	7	4	— sc	Catherine Bell, Owen Sound, Ont.
92,722	Argosy	Toronto	1883	Toronto, Ont.	21 5	5 3	2 5	1	1	1 sc	John E. Thompson, Toronto, Ont.
85,489	Argus	Ottawa	1884	Lockeport, N.S.	55 0	13 0	6 1	27	19	50 sc	The Minister of Customs, Ottawa, Ont.
94,926	Argyle	Picton, Ont	1899	Picton, Ont	185 1	26 0	9 7	700	374	274 pa	Lake Ontario Navigation Co., Ltd., Picton, Ont.
107,220	Argyle	Kenora	1900	Keewatin, Ont	59 5	16 0	5 4	78	53	11 sc	James Fraser, Keewatin, Ont.
96,859	Argyle	Sarnia	1891	Buffalo, N.Y., U.S.A.	68 0	15 3	7 0	41	28	30 sc	Sarnia Bay Towing & Salvage Co., Ltd., Sarnia, Ont.
116,454	Ariadne	Vancouver	1903	Vancouver, B.C.	34 9	8 7	3 9	14	9	2 sc	Hugh A. Urquhart, Vancouver, B.C.
85,708	Ariadne	Wallaceburg	1885	Wallaceburg, Ont	63 0	13 6	5 2	38	26	7 sc	Asa Ribble, Dresden, Ont.
103,234	Ariel	Montreal	1890	Lachine, Que.	56 5	8 2	2 8	11	7	2 sc	B. J. Kaine, St. Alphonse de Chicoutimi, Que.
111,570	Ariel	Toronto	1900	Harrison, N.J., U.S.A.	25 0	6 2	2 8	3	2	5 sc	John H. Mason, Toronto, Ont.
121,673	Ariel	Vancouver	1905	Vancouver, B.C.	40 0	8 2	3 6	12	8	2 sc	George E. Bower, Vancouver, B.C.
71,263	Arlington	Toronto	1878	Harwood, Ont.	61 0	13 0	4 0	23	16	25 sc	The Toronto Ferry Co., Ltd., Toronto, Ont.
71,209	Armenia	Deseronto	1876	Picton, Ont	100 0	18 0	7 0	110	85	50 sc	The Rathbun Co., Deseronto, Ont.

74,388	Armenia	Kingston	1873	Chatham, Ont	176 2	25 0	11 5	467	318	150 sc	Arthur C. Waud, Montreal, Que.
121,850	Armour	Toronto	1906	Burk's Falls, Ont	87 5	17 5	6 2	191	115	16 sc	Robert James Watson, Burk's Falls, Ont.
74,088	Arrow	Halifax	1876	Halifax, N.S.	42 5	9 4	5 0	10	8	10 sc	Roderick Macdonald, Halifax, N.S.
116,832	Arrow	Kingston	1901	Kingston, Ont	35 1	7 2	2 8	. 4	3	½ sc	The Minister of Marine and Fisheries, Ottawa, Ont.
100,689	Arrow	New Westminster	1893	Revelstoke, B.C	36 6	9 4	3 1	5	3	2 sc	C. W. Vanderberg, Nakusp, B.C.
122,160	Arrow	Vancouver	1906	Vancouver, B.C	15 5	5 0	2 0	1	1	½ sc	William H. Archer, Vancouver, B.C.
112,071	Arthemise	Peterborough	1902	Peterborough, Ont	34 0	7 8	2 9	11	9	7 sc	N. T. Laplante, Peterborough, Ont.
103,582	Arthur	Chatham, N.B	1895	Chatham, N.B.	40 0	8 3	4 8	5	3	3 sc	J. P. M. Ruddock, Chatham, N.B.
103,098	Arthur	Montreal	1890	Sorel, Que	90 3	19 4	4 8	78	36	17 pa	Tourville Lumber Mills Co., Montreal, Que.
103,367	Arthur	Quebec	1895	Roberval, Que	43 5	10 6	3 8	15	12	6 sc	Joseph Levesque, Roberval, Que.
116,843	Arthur Mac	Owen Sound	1904	Owen Sound, Ont	70 0	15 4	6 0	68	46	11 sc	Wm. A. Thomson, Dyers Bay, Ont.
100,667	Aryan	Kingston	1895	Kingston, Ont	30 4	6 1	2 5	2	2	10 sc	M. R. Davis, Kingston, Ont.
122,155	Asahe	Vancouver, B.C.	1906	Vancouver, B.C	32 4	10 3	4 0	12	8	1 sc	Takado Nakata, Vancouver, B.C., and Kitaro Asari, Eburne, B.C.
116,984	Assiniboia	Kenora	1903	Medicine Hat, Alta.	73 0	18 5	4 0	98	41	4 pa	H. H. Ross, Medicine Hat, Alta.
92,691	Athabasca	Winnipeg	1888	Athabaska Ldg., Alta.	146 0	28 4	4 0	167	105	10 sc	The Hudson Bay Co., London, Eng.
85,764	Athabaska	Montreal	1883	Kelvinhaugh, G.B	262 8	38 2	23 3	2,269	1,545	300 sc	Canadian Pacific Railway Co., Montreal, Que.
116,944	Athendune	Kenora	1904	Kenora, Ont	33 0	7 0	3 2	4	3	2 sc	James H. Ashdown, Winnipeg, Man.
107,833	Athens	Victoria	1901	Victoria, B.C	42 0	15 3	6 8	23	8	1 sc	John Robertson, Victoria, B.C.
122,143	Atlantic	Lunenburg	1906	Shelburne, N.S.	92 0	18 0	8 0	98	67	16 sc	The Atlantic Fish Companies, Ltd., Lunenburg, N.S.
111,487	Atlantic	Quebec	1879	Philadelphia, Pa., U.S.A	153 6	28 2	9 6	565	283	27 sc	Thomas Gagnon, Quebec, Que.
92,743	Atlas	Sackville	1890	Port Elgin, N.B	46 0	12 4	4 8	16	11	30 sc	Prescott Lumber Co., New Mills, N.B.
121,731	Atlintoo	Vancouver	1906	Vancouver, B.C	36 1	9 0	4 5	17	12	3 sc	John F. Deeks, Vancouver, B.C.
116,924	Atomic	Victoria	1886	Birmingham, G.B	28 0	7 7	3 0	3	2	1 sc	Victoria Chemical Co., Ltd., Victoria, B.C.
85,419	Augusta	St. Catharines	1883	Port Robinson, Ont	66 0	16 0	6 4	57	31	20 sc	Daniel McGrath, Port Dalhousie, Ont.
66,063	Aurelia	Montreal	1869 1903	Buffalo, N.Y., U.S.A. Montreal, Que.	56 4	14 2	7 8	34	23	9 sc	Robert Weddell, Toronto, Ont.

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121,860	Aurora	Lunenburg	1906	Lunenburg, N.S.	36 2	10 8	5 0	10	10	4 sc	John T. Stewart, M.O., West Point, P.E.I.
53,887	Aurora	Quebec	1866	Point Lévis, Que.	107 8	21 0	7 1	125	79	24 pa.	Jos. Blondin, Lachine, Que.
107,918	Aurora	St. Andrews	1893	Brooklyn, N.Y., U.S.A.	114 8	26 6	10 9	361	183	32 sc	The Grand Manan Steamboat Co., Ltd., Grand Manan, N.B.
90,412	Aurora	Winnipeg	1885	Icelandic River, Man	121 0	19 2	8 4	225	141	19 pa.	Wm. Dewar, Selkirk, Man.
107,525	Australian	Victoria	1899	Lake Bennett, B.C	115 0	24 8	4 0	422	308	7 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,156	Autolycus	Vancouver	1895	Vancouver, B.C.	53 1	10 0	5 5	25	17	9 sc	Jas. A. McNair, Vancouver, B.C.
94,724	Avon	Windsor, N.S.	1888	Hantsport, N.S.	78 6	15 6	10 0	65	41	6 sc	The Summerville Tow Boat & Ferry Co., Ltd., Summerville, N.S.
121,736	Ayacanora	Vancouver	1906	Vancouver, B.C.	30 8	6 5	2 3	3	2	2 sc	Thomas G. Moody, Vancouver, B.C.
107,597	B. M. Fraser	Owen Sound	1900	Owen Sound, Ont.	69 0	17 0	7 8	50	34	10 sc	T. C. Sims, Little Current, Ont.
107,715	Bailey	Vancouver	1899	Lake Bennett, B.C.	110 0	21 7	5 0	193	132	5 pa.	British Yukon Navigation Co., Ltd., Vancouver, B.C.
100,306	Balize	Windsor, Ont	1863	Cleveland, O., U.S.A.	132 0	20 0	12 0	247	168	18 sc	John Charlton, Lynedock, Ont.
107,209	Balmoral	Winnipeg	1899	Kenora, Ont.	53 5	10 0	3 6	37	23	2 sc	L. Bellefeuille, Rat Portage, Ont.

111,934	Bancroft	Lindsay	1903	Lindsay, Ont	37 5	8 5	3 0	10	7	7 pa..	R. C. Carter, M.O., Deseronto, Ont.
111,939	Baptiste	"	1902	"	37 4	6 7	3 0	8	5	6 pa..	" "
111,825	Barbara	Vancouver	1901	Vancouver, B.C.	32 0	11 7	4 8	15	10	3 sc..	Geo. C. McDonald, Vancouver, B.C.
103,634	Baskatong	Ottawa	1895	Baskatong, Que	36 5	16 0	3 4	13	8	20 pa..	John Gilmour, Ottawa, Ont.
117,032	Batchewana	Sault Ste. Marie	1881	Bay City, Mich., U.S.A.	220 0	34 0	18 4	1,027	674	74 sc..	Joseph Ganley, Sault Ste. Marie, Ont.
96,049	Bayfield	Ottawa	1889	Meadowside, G.B	140 0	24 1	11 3	276	86	160 sc..	Minister of Marine and Fisheries, Ottawa, Ont.
121,807	Bear River	Digby, N.S	1905	Shelburne, N.S	90 0	20 0	8 4	104	71	16 sc..	John E. Woodworth, Bear River, N.S.
71,118	Beatrice	Collingwood	1877	Collingwood, Ont	63 0	12 3	5 6	31	21	25 sc..	Wm. J. Keays, M.O., Sarnia, Ont.
100,865	Beatrice	Quebec	1893	Three Rivers, Que	64 5	13 9	5 2	40	27	12 pa..	A. Baptiste, Three Rivers, Que.
107,949	Beatrice	St. Catharines	1900	Dunnville, Ont	35 8	6 6	5 0	7	5	5 sc..	Daniel Dashwood, Dunnville, Ont.
103,886	Beatrice B	Ottawa	1897	Ottawa, Ont	61 8	16 5	7 0	59	43	25 sc..	T. G. Brigham, Ottawa, Ont.
107,167	Beatrice M.	Port Arthur	1902	Collingwood, Ont.	60 0	12 0	6 3	36	25	4 sc..	John Bowman, Rossport, Ont.
33,476	Beauharnois	Ottawa	1845	Montreal, Que	130 5	18 3	7 1	167	87	20 pa..	Jos. A. A. Desrochers, Beauharnois, Que.
......	Beaupré	Montreal	1868	Montreal, Que	262 0	33 3	9 2	2,068	1,070	pa..	The Montreal Safe Deposit Co., Montreal, Que.
83,157	Beaver	Belleville	1892	Belleville, Ont	64 3	15 3	7 3	41	24	40 sc..	John Bonar, Cornwall, Ont.
100,408	Beaver	Hamilton	1896	Kingston, Ont	32 0	6 0	3 0	3	2	5 sc..	Edward Porter, Hamilton, Ont.
107,464	Beaver	Lindsay	1897	Lindsay, Ont	78 0	14 5	4 5	92	58	7 pa..	John Carew, Lindsay, Ont.
100,428	Beaver	Ottawa	1893	Simcoe, Ont	36 0	16 0	3 2	13	6	20 pa..	A. Lumsden, Ottawa, Ont.
107,782	Beaver	"	1899	Temiscamingue, Que	47 4	16 7	4 2	16	8	20 pa..	" "
117,109	Beaver	Ottawa	1901	Kingston, Ont	36 0	9 0	3 0	2	2	$\frac{5}{8}$ sc..	Daniel O'Connor, Temagami, Ont.
83,416	Beaver	Port Hope	1883	Gore's Landing, Ont	73 0	12 0	4 2	18	12	25 sc..	Thomas Harris, Gore's Landing, Ont.
77,559	Beaver	Quebec	1873	Sorel, Que	142 0	24 5	9 0	273	104	75 pa..	John C. Kaine, Quebec, Que.
107,691	Beaver	Toronto	1899	Midland, Ont	54 0	11 0	5 2	29	12	8 sc..	George Chew and Thos. Chew, J.O., Midland, Ont.
100,678	Beaver	Vancouver	1892	New Westminster, B.C.	26 0	6 8	3 0	3	2	6 sc..	London & Pacific Gold Fields Co., Ltd., London, Eng.
117,119	Beaver	"	1905	Vancouver, B.C.	46 5	11 0	4 5	20	14	4 sc..	A. M. Edwards, Vancouver, B.C.

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107,096	Beaver	Victoria	1898	Victoria, B.C.	140 0	28 0	5 1	545	341	13 pa.	Canadian Pacific Railway Co., Montreal, Que.
100,748	Beaver	Windsor, N.S.	1897	Canning, N.S.	80 0	21 0	7 4	85	43	8 sc.	The St. John Steamboat Co., Ltd., St. John, N.B.
92,705	Beaver	Winnipeg	1890	Norman, Ont.	48 0	11 4	4 7	34	23	5 sc.	E. W. Brydges, Kenora, Ont.
116,782	Belfast	Vancouver	1904	Vancouver, B.C.	91 3	18 0	7 0	105	72	15 sc.	Thomas G. McBride, Vancouver, B.C.
80,719	Bella	Paspebiac	1900	Cross Point, Que.	52 6	22 1	5 0	43	29	5 pa.	J. L. MacDonald, Cross Point, Que.
94,802	Bella	Victoria	1888	Victoria, B.C.	34 5	8 1	3 8	8	6	1 sc.	John Clayton, Bella Bella, B.C.
83,415	Bella Fair	Port Hope	1881	Bobcaygeon, Ont.	50 0	7 0	4 0	7	5	9 sc.	W. D. Kelley, Bridgenorth, Ont.
111,770	Bella Vister	Kingston	1902	Kingston, Ont.	46 5	8 0	3 1	8	6	5 sc.	John H. Wilmott, Beaumaris, Ont.
85,674	Belle	New Westminster	1884	New Westminster, B.C.	75 0	15 4	6 7	67	45	60 sc.	John D. Foreman, Vancouver, B.C.
116,335	Belle	Ottawa	1903	Carleton Place, Ont.	29 0	6 6	3 0	3	2	6 sc.	Abner Nichols, Carleton Place, Ont.
71,184	Belle	Owen Sound	1876	Meaford, Ont.	37 0	9 5	4 0	7	5	8 sc.	William Pilgrim, Meaford, Ont.
97,103	Belle	Port Burwell	1896	Port Burwell, Ont.	44 0	11 5	5 0	16	8	6 sc.	G. A. Brown, Port Burwell, Ont.
85,746	Belle	Quebec	1883	Quebec, Que.	68 3	16 0	6 6	51	35	140 sc.	William Price, Quebec, Que.
117,013	Belle	Vancouver	1905	Vancouver, B.C.	84 5	18 7	8 0	94	64	16 sc.	British Columbia Mills, Timber & Trading Co., Ltd., Vancouver, B.C.

121,752	Belle	Vancouver	1906	Vancouver, B.C.	31 6	8 3	3 2	11	7	3 sc	C. A. McKinnon and W. T. Norton, Vancouver, B.C.
100,624	Belle (The)	Port Dover	1899	Port Dover, Ont.	66 5	13 1	6 5	31	18	13 sc	Wm. H. Kennedy, Owen Sound, Ont.
90,817	Belle Amelia	Port Hope	1883	Cobourg, Ont.	39 0	8 0	3 2	4	3	8 sc	G. W. Dench, Trenton, Ont.
103,237	Belle Drummond	Montreal	1894	Montreal, Que.	56 0	12 0	5 4	30	20	3 sc	Mrs. Arabella D. Drummond, Radnor Forges, Que.
111,576	Belletta	Toronto	1901	St. Joseph, Mich., U.S.A.	21 0	5 0	2 0	2	1	1 sc	Alfred G. Peasey, Toronto, Ont.
122,070	Belleville	Montreal	1865 1905	Montreal, Que. Kingston, Ont.	200 8	28 0	11 0	1,233	607	58 pa	Montreal Trust & Deposit Co., Montreal, Que.
88,700	Bellisle	St. John, N.B.	1881	Calais, Me., U.S.A.	86 5	18 8	4 8	155	98	25 pa	The Bellisle Steamboat Co., Ltd., Springfield, King's Co., N.B.
116,730	Ben Hur	St. John, N.B.	1903	St. John, N.B.	44 8	8 3	3 5	14	9	1½ sc	H. J. Fleming, M.O., St. John' N.B.
111,532	Bermuda	Vancouver	1900	Vancouver, B.C.	77 4	17 9	7 0	72	49	16 sc	A. R. Bissett, *et al.*, Vancouver, B.C.
111,806	Berry	Sault Ste. Marie	1902	Providence Bay, Ont.	62 0	15 0	7 6	57	27	— sc	Sylvester Berry, Providence Bay, Ont.
96,913	Bertha	Kingston	1891	Kingston, Ont.	51 4	10 0	3 4	18	12	10 sc	F. Montgomery, Parry Sound, Ont.
112,014	Bertha	Port Arthur	1901	Rossport, Ont.	35 0	10 0	3 0	11	7	1 sc	Frank Dompier, Rossport, Ont.
11,828	Bertha	Vancouver	1901	Vancouver, B.C.	35 0	10 2	4 5	11	8	1 sc	C. S. V. Branch, Vancouver, B.C.
71,229	Bertha Endress	Sault Ste. Marie	1876	Two Rivers, Wis., U.S.A.	42 0	11 0	5 0	32	24	....	H. A. Duncan, Sault Ste. Marie, Ont.
90,578	Bertha May	Toronto	1886	Gravenhurst, Ont.	43 5	11 0	4 5	20	14	3 sc	Chas. Mickle, Gravenhurst, Ont.
... .	Berthier	Montreal	1870	Sorel, Que.	184 2	28 1	8 6	934	439	— pa	Montreal Safe Deposit Co., Montreal, Que.
71,079	Bertie E	Amherstburg	1891	Wyandotte, Mich., U.S.A	29 0	7 0	4 0	8	5	12 sc	F. S. Wright, Leamington, Ont.
107,391	Beryl Essie	Sackville	1898	Tidnish, N.S.	42 2	14 0	6 1	24	17	20 sc	G. A. Chappell, Tidnish Bridge, N.S.
92,401	Bessie	Chatham, N.B.	1886	Newcastle, N.B.	35 0	7 5	4 0	5	4	8 sc	Timothy W. Crocker, Newcastle, N.B.
111,589	Bessie	Peterborough	1901	Racine, Wis., U.S.A.	18 3	4 3	2 3	1	1	3 sc	James R. Dodsworth, Lakefield, Ont.
100,697	Bessie	Pictou, N.S.	1896	Pictou, N.S.	35 4	8 2	4 0	10	6	6 sc	Newcomb N. Bentley, Wolfville, N.S.
121,745	Bessie	Vancouver	1898	Burton, Wash., U.S.A.	33 0	12 3	4 5	15	10	2 sc	Thomas Gasaway Co., Ltd., Nanaimo, B.C.
94,840	Bessie Ardella	St. Andrews	1891	West Isles, N.B.	51 5	11 7	4 6	17	12	10 sc	G. C. Pendleton, West Isles, N.B.
116,982	Bessie B	Kenora	1904	Tp. of Splon, Ont.	60 0	13 0	5 0	53	36	2 sc	Jos. E. Budreau, Rainy River, Ont.
121,272	Bessie Dollar	Victoria	1905	Port Glasgow, G.B.	369 7	50 0	26 7	4,329	2,798	214 sc	M. S. Dollar Co., Ltd., Victoria, B.C.

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77,846	Bessie & Harry...	Halifax	1880	Halifax, N.S....	46 0	12 8	6 2	22	13	25 sc .	Peter Judge, *et al.*, Halifax, N.S.
121,746	Beth....	Vancouver.........	1905	Vancouver, B.C	25 0	6 0	2 7	2	2	½ sc ..	Robert P. McLennan, Vancouver, B.C.
121,784	Bickerdike.......	Ottawa.	1873	Buffalo, N.Y., U.S.A...	233 0	34 5	14 2	1,515	864	124 sc ..	The Montreal & Great Lakes Steamships Co., Ltd., Ottawa, Ont.
73,034	Bienvenu........	Quebec...........	1875	Pointe aux Trembles, Que	144 0	25 0	8 0	648	373	50 pa..	Zéphirin Arpin, Lanoraie, Que.
103,851	Bijou.	Halifax	1895	Pictou, N.S......	25 0	5 5	2 3	2	1	3 sc ..	Col. H. B. Kingscote, Halifax, N.S.
116,833	Bill.......... ..	Kingston...........	1900	Gananoque, Ont..	21 6	6 2	2 0	2	1	½ sc ..	Manley Cross, Gananoque, Ont.
92,665	Birdie Jones......	Ottawa.	1885	Hull, Que	28 3	5 4	2 7	2	2	2 sc ..	A. W. Jones, Ottawa, Ont.
64,608	Bismarck.........	St. John, N.B. .. .	1872	St. Mary's, N.B ...	65 3	12 0	4 0	49	10	16 pa..	Archibald Fitz Randolph, Fredericton, N.B.
111,608	Blair of Athol ...	New Westminster...	1900	Atlin, B.C.............	54 0	9 0	4 5	11	7	1 sc ..	The Northern Lumber Co., Ltd., Atlin, B.C.
117,107	Blanche	Ottawa........... .	1904	New Liskeard, Ont.....	66 0	11 6	5 6	30	18	4 sc ..	F. W. Hendry and F. S. Buckenden, New Liskeard, Ont., J.O.
97,124	Blandford	Quebec....... .. .	1890	Quebec, Que........ ...	67 3	14 3	4 6	65	27	40 pa..	Nazaire Letendre, Sorel, Que.
121,936	Blitz.............	Halifax....... ...	1905	Dartmouth, N.S.... ...	28 5	4 6	3 0	3	2	½ sc ..	Robie Cogswell, Halifax, N.S.
96,989	Blonde.... .. .	Vancouver	1891	New Westminster, B.C..	56 0	12 2	5 6	33	23	7 sc ..	Lamb-Watson Lumber Co., Ltd., Winnipeg, Man.
97,033	Blue Hill..... ...	Halifax	1887	E. Boston, Mass., U.S.A.	135 0	18 0	7 0	196	98	38 sc ..	Victoria Steamship Co., Ltd., Baddeck, N.S.

80,960	Bluebell	Picton, Ont.	1888	Kingston, Ont.	48 5	8 9	3 6	12	8	5 sc.	Hiram A. Calvin, Garden Island, Ont.
107,599	Bobs	Owen Sound	1900	Toronto, Ont.	66 0	10 5	5 0	38	26	6 sc.	The Temagami Navigation Co., Ltd. Toronto, Ont.
111,887	Bobs	Peterborough	1904	Peterborough, Ont	28 5	9 0	3 7	11	8	½ sc.	James L. Rogers, Peterborough, Ont.
111,506	Bobs	St. John, N.B	1900	St. Joseph, Mich., U.S.A.	15 2	.4 8	1 8	1	1	— sc.	Wm. Walker, Fredericton, N.B.
111,563	Bobs	Toronto	1900	Toronto, Ont.	36 0	9 0	4 0	9	6	3 sc.	George Gooderham, Toronto, Ont.
111,542	Bobs	Vancouver	1901	Vancouver, B.C.	36 0	8 0	2 0	4	3	1 pa.	Miss Lucy Fader, Vancouver, B.C.
72,666	Bonanza	Vancouver	1875	Victoria, B.C.	92 0	26 0	6 3	109	74	5 sc.	S. K. Champion, Vancouver, B.C.
107,851	Bonanza King	Dawson	1898	Dutch Harbour, Alaska, U.S.A.	140 3	31 3	5 8	466	260	77 pa.	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
87,966	Bonavista	Montreal	1884.	Newcastle-on-Tyne, G.B.	240 4	33 5	18 3	1,306	837	160 sc.	Dominion Coal Co., Ltd., Montreal, Que.
77,997	Bonito	Ottawa	1879	Hull, Que.	53 4	10 8	4 0	17	12	18 sc.	Lyon Cohen, Montreal, Que.
100,425	Bonnechère	"	1893	Simcoe, Ont.	35 0	16 0	3 0	13	6	20 sc.	H. F. McLachlin and Claude McLachlin, J. O., Arnprior, Ont.
107,620	Booth	"	1899	Wisawasa, Ont.	140 0	39 0	8 0	347	218	120 pa.	John R. Booth, Ottawa, Ont.
103,945	Borrioboola-Gha	Chatham, N.B	1899	Dalhousie, N.B.	106 0	19 0	6 8	96	60	30 pa.	Wm. E. Starratt, St. John, N.B.
121,724	Boss	Vancouver	1896	Nanaimo, B.C.	38 5	11 0	5 1	17	12	1 sc.	Albert E. Brown, Vancouver, B.C.
98,585	Boston	Yarmouth	1890	Linthouse, Glasgow, G.B.	245 0	36 1	20 0	1,695	734	550 sc.	Dominion Atlantic Ry. Co., London. Eng.
100,661	Bothnia	Kingston	1895	Garden Island, Ont.	178 1	37 8	12 3	833	478	200 sc.	Montreal Transportation Co., Ltd., Montreal, Que.
122,224	Botrel	Montreal	1903	Three Rivers, Que	50 6	9 7	2 9	18	12	2 sc.	J. N. Godin, Three Rivers, Que.
90,546	Boucherville	Montreal	1886	Sorel, Que	178 9	26 3	9 2	419	256	85 pa.	Montreal Safe Deposit Co., Montreal, Que.
100,370	Bourgeois	Quebec	1892	Three Rivers, Que.	108 0	20 0	5 8	94	59	20 pa.	The Corporation of the City of Three Rivers, Que.
116,597	Bout de Lile	Montreal.	1904	Bout de Lile, Que.	61 0	14 2	2 3	15	10	2 pa.	Alex. Chatelain, L'Orignal, Ont.
88,527	Brace	Hamilton	1884	Hamilton, Ont.	21 0	5 4	2 0	9	6	1 sc.	Joseph Brace, Hamilton, Ont.
103,379	Brandon	Winnipeg	1895	Kenora, Ont.	75 0	17 5	6 1	176	120	5 sc.	John T. Horne, Fort William, Ont.
107,788	Brant	Ottawa	1899	Charlottetown, P.E.I.	100 4	19 1	8 5	142	58	33 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
116,875	Brant	St. Catharines	1906	Pt. Robinson, Ont	55 0	15 3	7 8	49	33	8 sc.	Wm. E. Phin, Welland, Ont.
100,681	Brant	Vancouver	1892	New Westminster, B.C.	34 0	7 0	3 0	19	13	1 sc.	Albert A. McCall, Gibson's Landing, B.C.

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96,722	Bridgetown	Chatham, N.B......	1889	Chatham, N.B	42 3	9 4	4 5	14	10	6 sc ..	H. A. Eagles, M.O., Chatham, N.B.
96,081	Bridgewater......	Halifax	1889	Dumbarton, G.B......	120 0	20 0	9 0	208	119	54 sc .	The Coastal Steam Packet Co., Ltd., Bridgewater, N. S.
111,995	Britannia	Vancouver..........	1902	Vancouver, B.C....	104 8	22 4	6 9	326	222	33 sc ..	Terminal SS. Co., Ltd., Vancouver, B.C.
100,188	Britannic.........	Collingwood.......	1866 1892	Sorel, Que..... ...... Rebuilt..	150 8	25 6	9 2	428	228	41 pa .	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
121,915	British Lion......	Kenora............	1903	Simcoe, Ont...........	36 0	19 0	4 0	22	15	2 pa.	James Harty, Fort Frances, Ont.
111,441	British Lion ...	Ottawa......	1900	Ottawa Ont...........	55 0	13 5	6 2	42	17	48 sc ..	E. A. Johnston, L'Orignal, Ont.
107,421	Brockville.... ...	Brockville	1898	Toronto, Ont...... .. .	105 0	21 5	5 7	191	88	14 sc ..	The Brockville Nav. Co., Ltd., Brockville, Ont.
101,254	Brockville...	Montreal	1892 1901	Chester, Pa., U.S.A... Sorel, Que.	175 0	33 5	9 0	944	597	188 sc ..	The Montreal Safe Deposit Co., Montreal, Que.
92,615	Brothers..........	Port Arthur..... .	1886	Port Arthur, Ont.	39 4	9 8	5 8	18	12	6 sc ..	E. T. Morrow, Fort William, Ont.
116,274	Bruce	Halifax	1889	Dartmouth, N.S	59 5	20 5	5 6	56	38	12 sc ..	Henry Beazley, Halifax, N.S.
94,902	Brunette	New Westminster...	1890	New Westminster, B.C..	60 0	13 5	6 0	37	25	5 sc ..	Brunette Saw Mills Co., Ltd., New Westminster, B. C.
112,056	Brunswick..	Windsor, N.S......	1901	Canning, N.S....... .	110 0	23 0	8 7	184	73	42 sc ..	Minas Basin SS. Co., Ltd., Canning, N.S.
107,157	Burpee...	Vancouver.........	1898	Toronto, Ont.	45 6	9 5	2 6	9	6	1 pa..	Isaac Burpee, St. John, N.B.
117,018	Burrard	"	1905	Vancouver, B.C.........	63 6	14 2	6 5	56	38	10 sc ..	J. D. Foreman, Vancouver, B.C.

97,155	Burt	Vancouver	1890	Victoria, B.C.	66 3	13 8	5 7	50	34	4 sc	Wm. McPherson, Vancouver, B.C.
92,612	Butcher Boy	Port Arthur	1879	Bay City, Mich., U.S.A.	95 6	20 6	6 6	215	146	18 sc	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,195	Bute	Vancouver	1890	New Westminster, B.C.	28 6	6 7	2 6	4	3	3 sc	E. E. Evans, Vancouver, B.C.
111,785	Bute	Victoria	1901	Sidney, B.C.	29 0	8 4	2 9	7	3	1 sc	Cowichan Lumber Co., Ltd., Duncan's, B. C.
116,407	Bute	Victoria	1904	Sidney, B. C.	60 5	14 4	7 0	49	26	3 sc	Albert Berquist, Sidney, B. C.
85,495	C. A. Boone	Collingwood	1883	Waubaushene, Ont.	63 6	15 5	7 4	44	30	75 sc	Charles S. Boone, Toronto, Ont.
92,664	C. B. Powell	Ottawa	1887	Pembroke, Ont.	139 0	36 0	7 2	272	172	21 pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,485	C. E. Ainsworth	Sault Ste. Marie	1901	Sault Ste. Marie, Mich., U. S. A.	81 6	18 4	7 4	76	48	60 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
116,243	C. E. Benham	"	1865	Cleveland, O., U.S.A.	102 4	19 0	7 0	140	93	— sc	W. J. McMenemy, Bruce Mines, Ont.
103,214	C. E. Read	Ottawa	1894	Simcoe, Ont	42 0	16 2	3 4	13	8	20 sc	W. H. Hurdman, Ottawa, Ont.
92,657	C. F. Dunbar	St. Catharines	1871	Erie, Pa., U.S.A.	47 3	13 0	5 0	33	22	20 sc	James Prendergast, Cornwall, Ont.
112,189	C. F. Eddy	Toronto	1902	Blind River, Ont.	45 5	10 0	3 8	16	11	1 sc	Blind River Towing Co., Ltd., Sarnia, Ont.
78,039	C. H. Merritt	"	1883	Chatham, Ont.	85 0	24 0	6 5	122	83	75 sc	A. M. Clark, M.O., Marysburgh, Ont.
69,530	C. J. Brydges	Montreal	1874	Buffalo, N.Y., U.S.A.	62 2	16 0	8 0	39	21	110 sc	Minister of Public Works, Ottawa, Ont.
107,191	C. M. Bowman	Southampton	1897	Port Elgin, Ont.	92 0	18 5	9 0	88	60	32 sc	C. M. Bowman and W. J. Strong, J. O., Southampton, Ont.
97,132	C. S. Parnell	Quebec	1891	Quebec, Que	44 9	11 9	4 3	17	9	28 sc	Etienne Dussault, *et al.*, J.O., Lévis, Que.
117,062	C. W. Bangs	Ottawa	1902	Ottawa, Ont	36 0	8 7	3 0	4	4	$\frac{5}{6}$ sc	John F. Hurdman, Ottawa, Ont
80,574	C. W. Chamberlain	Windsor, Ont.	1881	Walkerville, Ont	127 0	26 6	9 7	385	243	120 sc	Chas. Beck, Penetanguishene, Ont.
116,547	C. W. Cole	Kingston	1903	Kingston, Ont.	49 5	11 0	4 5	16	11	12 sc	Claude W. Cole, Milford, Ont.
71,242	C. W. Dennis	Toronto	1874	Buffalo, N.Y., U.S.A.	41 5	10 5	5 0	17	8	30 sc	The Minister of Public Works, Ottawa, Ont.
88,308	C. W. Jones	Quebec	1885	Lévis, Que.	56 5	14 8	6 8	48	30	50 sc	R. D. Weddell, Trenton, Ont.
107,733	C. Here	Kingston	1899	Kingston, Ont.	49 3	8 2	3 7	7	5	8 sc	Mrs. Barbara Davis, Kingston, Ont.
87,993	Cacouna	Montreal	1884	Newcastle-on-Tyne, G.B.	250 0	35 4	16 4	1,451	931	142 sc	Steamship Cacouna Co., Ltd., Sydney, N.S.

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107,145	Caledonia	Vancouver	1898	New Westminster, B.C.	142 4	30 4	4 0	569	359	17 pa.	Hudson Bay Co., London, Eng.
97,144	Calla	St. Andrews	1891	West Isles, N.B.	32 0	9 6	4 5	10	7	12 sc	Fred. W. Richardson, West Isles, N.B.
100,040	Callender	Toronto	1892	North Bay, Ont.	20 0	6 6	2 4	2	1	1½ sc	Isaac Dollery, Fairbank, Ont.
94,797	Calluna	Richibucto	1893	Richibucto, N.B.	55 0	13 0	6 1	22	15	5 sc	Mrs. Annie A. Robertson, Richibucto, N. B.
103,921	Calumet	Peterborough	1895	Bobcaygeon, Ont.	54 0	8 1	4 0	22	15	6 sc	Mossom M. Boyd, Bobcaygeon, Ont.
100,024	Camilla	Toronto	1890	Roach's Point, Ont.	68 0	12 5	6 8	54	37	75 sc	William Fraser, Little Current, Ont.
51,646	Campana	Quebec	1873	Glasgow, G.B.	240 8	35 3	20 7	1,697	1,154	225 sc	The Quebec Steamship Co., Ltd., Quebec, Que.
100,869	Campania	"	1893	Lake Megantic, Que	48 4	13 2	5 0	23	16	4 sc	G. M. Stearns, Lake Megantic, Que.
117,146	Canada	Halifax	1892	Kinghorn, G.B.	185 5	27 2	19 5	704	449	131 sc	The Halifax & Cape Breton Steamship Co., Ltd., Halifax, N.S.
100,392	Canada	Hamilton	1872	Hamilton, Ont.	135 2	24 2	11 5	557	366	20 sc	J. S. Nesbit, Sarnia, Ont.
116,870	Canada	Ottawa	1904	Barrow-in-Furness, G.B.	206 0	25 1	13 3	411	136	209 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
71,101	Canada	Toronto	1874	Wallaceburg, Ont.	123 2	24 1	8 7	312	209	120 sc	Owen Sound Park Co., Ltd., Owen Sound, Ont.
90,605	Canada Atlantic Transfer.	Ottawa	1884	Coteau Landing, Que.	171 0	70 0	8 6	619	395	270 pa.	Montreal Lighterage Co., Ltd., Montreal, Que.
107,094	Canadian	Victoria	1898	Victoria, B.C.	146 5	33 4	4 7	716	455	15 pa.	British Yukon Navigation Co., Ltd. Vancouver, B.C.

103,245	Canadien	Montreal	1883	Sorel, Que	61 3	9 7	3 9	22	15	11 sc	Remi Godin, Sorel, Que.
107,088	Canard	Ottawa	1896	Ottawa, Ont	21 7	4 4	2 0	1	1	1 sc	P. J. B. Belanger, Ottawa, Ont.
107,808	Canuck	St. John, N.B	1900	Racine, Wis., U.S.A.	16 3	4 3	1 8	1	..	1 sc	W. H. Holder and W. M. Barlow, St. John, N.B
80,767	Cape Blanc Boy	Quebec	1881	St. Laurent, Isle d'Orleans, Que.	37 8	11 0	5 2	11	7	10 sc	E. Huot, Montreal, Que.
97,808	Cape Breton	Montreal	1890	Hylton, G.B	258 0	37 0	16 8	1,764	1,109	160 sc	Steamship Cape Breton Co., Ltd., Sydney, N.S.
100,203	Capilano	Vancouver	1892	Vancouver, B.C.	120 0	22 2	9 6	231	157	28 sc	G. T. Legg, Vancouver, B.C.
107,266	Capital	Ottawa	1898	Ottawa, Ont	30 0	6 0	2 6	2	1	3 sc	John Harper, *et al.*, Ottawa, Ont.
100,026	Caponaning	Toronto	1888	French River, Ont.	41 6	11 1	5 0	18	12	2 sc	The Ontario Lumber Co., Ltd., Toronto, Ont.
64,585	Captain	St. John, N.B	1871	Indiantown, N. B.	72 0	16 6	8 2	68	21	100 sc	Archibald Tapley and Daniel F. Tapley, St. John, N.B.
107,139	Captain Jim	Goderich	1902	Goderich, Ont	78 6	17 8	7 2	58	39	22 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
116,285	Captor	Halifax	1903	Lunenburg, N.S	52 6	12 2	6 2	22	17	27 sc	Frank Roberts, Halifax, N.S.
116,692	Caraboo	Kenora	1902	Fort Smith, N. W. T.	50 0	10 2	5 0	29	19	4 sc	James Hislop, Fort Rae, N.W.T., and Edmund Nagle, Resolution, N.W.T. J. O.
112,293	Carberry	Winnipeg	1903	Westbourne, Man.	69 8	16 5	5 0	62	42	6 sc	The Minister of Marine and Fisheries Ottawa, Ont.
92,681	Cardinal	Prescott	1875	Montreal, Que	121 2	24 0	10 9	237	140	21 sc	The Edwardsburg Starch Co., Ltd., Montreal, Que.
122,159	Cariad	Vancouver	1906	Vancouver, B.C	22 5	7 0	3 0	3	2	1 sc	Henry C. Layard, Salt Spring Island, B.C.
116,249	Caribou	Sault Ste. Marie	1904	Goderich, Ont	144 8	26 6	10 5	597	371	43 sc	The Dominion Fish Co., Ltd., Winnipeg, Man.
92,388	Carlton	Hamilton	1878	Westport, Ont	40 0	8 2	2 3	8	6	6 sc	W. F. Thomson, Parry Sound, Ont.
92,559	Carmana	Belleville	1889	Sorel, Que	90 0	15 5	5 3	56	38	17 sc	T. S. Carman, Belleville, Ont.
112,261	Carmilia	Montreal	1902	"	66 4	17 5	8 2	63	39	28 sc	The Minister of Public Works, Ottawa, Ont.
111,863	Carmita	Ottawa	1901	Carleton Place, Ont.	39 0	9 8	3 6	9	8	7 sc	Mrs. Eliza J. McCluskey and Geo. W. Leach, North Bay, Ont.
78,012	Caro	Winnipeg	1883	Toronto, Ont	38 0	7 8	3 9	14	10	1 sc	G. W. Draper, Kenora, Ont.
107,238	Carolina	Sorel	1897 1905	Three Rivers, Que.	69 4	15 4	4 9	44	28	2 sc	Louis Dugré, Three Rivers, Que.
111,912	Caroline	Toronto	1900	Moon River, Ont.	38 5	9 7	4 0	12	8	— sc	Charles Martin, Midland, Ont.
100,648	Caroline	Victoria	1887	Victoria, B.C	26 0	7 2	3 0	3	3	1 sc	Reuben Mason and John Sinclair, J. O., Comox, B. C.
88,536	Carrie	Hamilton	1889	Hamilton, Ont	29 0	6 6	3 2	3	2	6 sc	G. Crawford, Hamilton, Ont.

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111,756	Carrie L	Kenora	1900	Bell City, Ont	50 0	12 8	3 5	16	9	1 pa	Sam. Lounsbury, Bell City, Ont.
....	Carriella	Toronto	1869	Barrie, Ont	70 0	12 0	4 5	35	24	....	D. Long, Orillia, Ont.
103,919	Casca	Victoria	1898	Victoria, B.C	140 0	30 5	5 0	590	364	17 pa	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
112,243	Cascade	"	1902	Vancouver, B.C	95 0	22 6	7 6	119	81	16 sc	David Leeming, *et al.*, Victoria, B.C.
112,142	Caspian	Kingston	1846	Kingston, Ont	177 6	43 4	6 7	957	543	58 pa	Lake Ontario & Bay of Quinté Steamboat Co., Ltd., Kingston, Ont.
103,472	Cassiar	Vancouver	1890 1901	Ballard, Wash U.S.A. Vancouver, B.C	120 6	29 0	6 9	597	384	43 sc	Gordon T. Legg, Vancouver, B.C.
77,698	Cataract	Hamilton	1882	Hamilton, Ont	175 0	33 6	14 6	957	598	200 sc	Myles Transportation Co., Ltd., Hamilton, Ont.
116,864	Catharine C	Ottawa	1903	Sturgeon Falls, Ont	48 0	13 0	5 0	19	16	2½ sc	The Minister of Public Works, Ottawa, Ont.
103,654	Catherine S	Winnipeg	1896	Kenora, Ont	66 0	13 5	5 5	67	45	4 sc	John Short, Kenora, Ont.
92,432	Cecebe	Toronto	1886	Burk's Falls, Ont	31 7	7 2	3 3	11	8	1 sc	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
116,666	Celt	Midland	1900	Toronto, Ont	34 0	8 0	2 8	6	4	½ sc	Archibald Campbell, Midland, Ont.
112,072	Cemego	Peterborough	1903	Detroit, Mich, U.S.A	15 6	4 6	1 9	1	1	2 sc	Mrs. F. A. Price, Massanoga, Ont.
100,519	Centreville	Digby	1898	Centreville, N.S	67 4	18 4	7 0	60	32	9 sc	A. Boutilier, *et al.*, Centreville, N.S.
97,153	Chaco	Victoria	....	Norway	23 0	6 0	2 4	3	2	1 sc	U. E. Dickenson, Nanoose Bay, B.C.

71,083	Chaffey	Montreal	1875	Portsmouth, Ont	59 0	14 0	6 0	42	29	22 sc	Z. Leroux, Valleyfield, Que.
92,331	Challenger	Quebec	1886	Lévis, Que	88 8	20 2	9 7	108	73	86 sc	The Minister of Agriculture, Ottawa, Ont.
....	Chambly	Montreal	1871	Sorel, Que	153 1	24 3	7 8	535	247	— pa	Montreal Safe Deposit Co., Montreal Que.
....	Champion	Port Hope	1868	Lindsay, Ont	94 5	15 1	5 3	142	89	....	Geo. Crandell, Lindsay, Ont.
103,975	Champion	Quebec	1897	Lévis, Que	143 5	25 6	7 8	482	304	30 pa	La Cie Maritime et Industrielle de Lévis, Lévis, Que.
80,017	Champion	St. John, N.B	1880	Portland, N.B.	121 6	24 1	6 2	190	120	42 pa	Archibald Tapley and Daniel F. Tapley, St. John. N.B.
116,756	Champion	Toronto	1904	Orillia, Ont	69 0	12 7	5 0	42	28	8 sc	Thomas W. Wood, Orillia, Ont.
116,999	Champlain	Ottawa	1904	Paisley, G.B	120 0	30 3	17 6	522	225	87 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
103,956	Champlain	St. John, N.B	1897 1904	Valleyfield, Que St. John, N.B.	110 8	22 4	7 9	392	267	28 sc	The Majestic Steamship Co., Ltd., St. John, N.B.
103,443	Chance	Ottawa	1895	Ottawa, Ont	43 1	7 1	3 6	5	2	12 sc	John Hewton, Kingston, Ont.
100,180	Charlemagne	Montreal	1891	Montreal, Que	87 3	18 6	7 6	76	52	67 sc	The Charlemagne & Lac Ouareau, Lumber Co., Ltd., Montreal, Que.
97,008	Charles E. Armstrong.	St. Catharines	1894	St. Catharines, Ont,	56 0	13 8	7 5	49	33	40 sc	E. Armstrong, Port Colborne, Ont.
94,713	Charles F.	Port Stanley	1905	Port Stanley, Ont	31 5	10 4	3 4	8	5	1 sc	Harley Taylor, Port Stanley, Ont.
111,860	Charlie Jones	Owen Sound	1904	Owen Sound, Ont	43 9	12 0	4 0	16	12	2 sc	Thomas Jones and Charles Jones, Owen Sound, Ont.
103,676	Charlie M	Toronto	1897	Gravenhurst, Ont	54 5	11 0	5 0	50	30	8 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
....	Charlotte	Montreal	1870	Montreal, Que	68 1	14 4	6 1	59	36	....	Thos. Gauthier, Montreal, Que.
103,909	Charlotte	Victoria	1896	Quesnelle, B.C.	111 4	20 6	4 6	217	77	10 pa	John Irving, Victoria, B.C.
88,622	Charlton	Windsor, Ont.	1862	Chicago, Ill., U.S.A	135 0	19 4	10 4	389	265	77 sc	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,793	Charmer	Victoria	1886	SanFrancisco, Cal., U.S.A	200 0	42 0	12 9	1,044	497	150 sc	Canadian Pacific Railway Co., Montreal, Que.
103,099	Chateauguay	Montreal	1894	Montreal, Que	133 8	20 2	7 1	222	119	20 sc	R. Lang, *et al.*, Chateauguay, Que.
117,153	Cheam	New Westminster	1905	Harrison River, B.C	105 0	22 0	4 3	286	180	21 pa	The Chilliwack Shingle Manufacturing Co., Ltd., Harrison River, B.C.
108,683	Chebucto	Halifax	1897	Kelvinhaugh, Glasgow, G.B.	125 0	48 0	12 7	578	184	40 sc	The Dartmouth Ferry Commission, Dartmouth, N.S.
103,165	Chehalis	Vancouver	1897	Vancouver, B.C	59 3	13 0	6 5	54	37	13 sc	G. T. Legg, Vancouver, B.C.
94,738	Chester	Windsor, N.S.	1890	Hantsport, N.S	80 5	17 0	9 0	80	36	16 sc	Daniel Murray, Windsor, N.S.
53,588	Chicora	Halifax	1864	Liverpool, G.B	221 0	26 0	10 9	931	540	180 pa	Niagara Navigation Co., Ltd., Toronto, Ont.

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100,355	Chicoutimi	Montreal	1891	Sorel, Que	219 0	28 4	11 0	992	593	150 pa.	Montreal Trust & Deposit Co., Montreal, Que.
80,756	Chicoutimi	Toronto	1881	Bienville, Lévis, Que	92 9	19 5	6 3	110	70	23 pa.	Victoria Park Steamboat Co., Ltd., Toronto, Ont.
94,820	Chieftain	Victoria	1890	Victoria, B.C	79 5	16 5	7 8	65	39	22 sc.	R. Cunningham & Son, Ltd., Port Essington, B.C.
111,458	Chieftain	Winnipeg	1901	Selkirk, Man	80 5	16 0	7 4	61	28	6 sc.	Dominion Fish Co., Ltd., Winnipeg, Man.
92,698	Chieftain	″	1889	Big Forks, Rainy River, Ont.	52 0	12 0	5 4	40	27	2 sc.	F. W. Coates, Fort Frances, Ont.
117,129	Chieftain III	Kingston	1906	Garden Island, Ont	142 4	39 4	9 3	355	147	48 pa.	The Calvin Co., Ltd., Garden Island, Ont.
117,158	Chinook	New Westminster	1889	Astoria, Ore., U.S.A	59 0	14 5	4 3	34	23	3 sc.	Kildala Packing Co., Ltd., Vancouver, B.C.
107,726	Chinook	Vancouver	1900	Vancouver, B.C	46 8	12 3	6 9	22	15	15 sc.	Max. Macgowan, *et al.*, Vancouver, B.C.
100,753	Chippewa	Toronto	1893	Hamilton, Ont	308 5	36 3	12 5	1514	764	188 pa.	Niagara Navigation Co., Ltd., Toronto, Ont.
83,103	Christina	Richibucto	1886	Mission Point, Que	70 3	17 2	5 5	57	36	20 pa.	W. Glover and K. Shieves, Campbellton, N.B.
107,089	Chummy	Ottawa	1898	Hull, Que	46 0	9 2	3 0	5	4	25 sc.	Wm. E. Beaton, Ottawa East, Ont.
96,713	Circassian	″	1886	Aylmer, Que	46 5	9 0	2 5	8	5	6 sc.	Alfred Bourgeau, Aylmer, Que.
97,117	Circe	Collingwood	1889	Collingwood, Ont	28 0	7 0	3 0	3	2	2 sc.	C. W. Tobey, Collingwood, Ont.
111,561	City Queen	Toronto	1900	Midland, Ont	70 5	15 7	4 5	69	42	11 sc.	A. L. Nickerson and C. T. Nickerson, J.O., Midland, Ont.

107,201	City of Alberton..	Winnipeg	1897	Fort Frances, Ont	62 0	14 0	4 3	67	39	3 sc ..	The Preston Bell Furniture & Lumber Co., Ltd., Fort Frances, Ont.
111,919	City of Bala ..	Toronto......	1904	Bala, Ont......	76 3	12 7	4 8	74	47	3 sc ..	Huntsville & Bracebridge Tanning Co., Ltd., Huntsville, Ont.
71,094	City of Belleville..	Prescott...........	1878	St. Catharines, Ont	89 7	15 4	7 0	101	69	50 sc ..	Can. Pacific Car & Passenger Transfer Co., Ltd., Prescott, Ont.
92,734	City of Chatham..	Toronto...........	1888	Toronto, Ont..	125 6	28 5	9 0	341	232	150 sc ..	Chatham Navigation Co., Ltd., Chatham, Ont.
....	City of Dresden...	Windsor, Ont......	1872	Windsor, Ont...	93 0	21 0	8 9	194	124	....	Chas. D. Shirley, Blenheim, Ont.
63,145	City of Ghent. ...	Halifax....	1871	Great Grimsby, G.B ...	135 9	20 4	9 7	199	119	40 sc ..	Robert Pickford, Halifax, N.S.
107,942	City of Ladysmith	St. Catharines	1900	Hamilton, Ont....	69 6	16 0	5 2	35	24	12 sc ..	Chas. Ross, Port Maitland, Ont.
92,390	City of London...	Quebec.	1888 1892	Kingston, Ont.	120 0	27 0	7 8	516	294	37 sc ..	North American Transportation Co., Ltd., Quebec, Que.
117,082	City of Meaford...	Collingwood	1906	Meaford, Ont.	111 0	24 0	8 5	328	223	28 sc ..	J. Perks, F. Perks and E. Perks, J.O., Meaford, Ont.
97,111	City of Midland ..	"	1890	Owen Sound, Ont.......	176 4	28 3	10 7	974	662	38 sc ..	Northern Navigation Co., of Ontario. Ltd., Collingwood, Ont.
117,073	City of Montreal..	Toronto	1871	Buffalo, N.Y., U.S.A...	220 0	32 5	14 0	1 554	868	80 sc ..	Montreal & Lake Erie Steamship Co., Ltd., Montreal, Que.
90,698	City of Mount Clemens.	St. Catharines......	1880	Mount Clemens, U.S.A..	95 0	21 8	6 0	102	69	85 sc .	Jas. W. Steinhoff, Wallaceburg, Ont.
96,995	City of Nanaimo..	Victoria...........	1891	Vancouver, B.C........	159 0	32 0	9 4	761	518	58 sc ..	Esquimalt & Nanaimo Railway Co., Ltd., Victoria, B.C.
116,393	City of New York	Sarnia	1863	Cleveland, O., U.S.A...	136 0	27 6	11 6	292	199	19 sc ..	George Wilkinson, *et al.*, Sarnia, Ont.
71,166	City of Peterboro'.	Peterborough.....	1876 1901	Peterborough, Ont....	100 0	19 2	6 2	230	161	12 sc ..	Peterborough Navigation Co., Ltd., Peterborough, Ont.
122,291	City of Prince Albert.	Prince Albert, Sask.	1906	Prince Albert, Sask.....	96 0	20 0	4 5	141	89	6 pa..	Prince Albert Lumber Company, Ltd., Prince Albert, Sask.
100,134	City of Selkirk....	Winnipeg..........	1892	Selkirk, Man..	143 7	23 9	9 1	158	311	32 sc ..	The Dominion Fish Co., Ltd., Winnipeg, Man.
100,029	City of Stratford..	Toronto............	1874	Port Dalhousie, Ont.....	32 4	8 8	2 7	4	3	1 sc ..	Andrew J. Jeffrey, Stratford, Ont.
103,896	City of Tipella....	Vancouver.........	1890	Seattle, Wash., U.S.A ..	43 6	9 6	3 3	19	12	2 sc ..	Frank Jeffry and Arnold Winegarden, Gibson's Landing, B.C.
94,769	City of Toronto...	Owen Sound........	1895	Owen Sound, Ont.......	150 0	24 0	9 2	782	492	34 pa .	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
94,843	City of Windsor ..	Windsor, Ont. .. .	1883	Detroit, Mich., U.S.A..	117 0	24 8	11 0	511	316	34 sc ..	D. L. McKinnon, Sudbury, Ont.
96,762	Clansman	Port Hawkesbury...	1890	Port Hawkesbury, N.S..	59 0	10 9	6 6	23	16	12 sc ..	Robert Stevenson, Wallace, N.S.
107,711	Clansman	Vancouver.....	1899	Vancouver, B.C........	82 0	17 2	6 8	72	49	5 sc ..	Coast Steamship Co., Ltd., Vancouver, B.C.
74,382	Clara.	Toronto....	1877	Barrie, Ont......	44 0	8 0	.. .	12	8	8 sc ..	William Penn Jaynes, Barrie, Ont.
111,859	Clara May........	Owen Sound........	1902	Tobermory, Ont........	39 0	10 0	3 6	9	6	$\frac{5}{6}$ sc ..	William Newell and Roderick Shirk, J.O., Popular, Ont.

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90,798	Clara W. Young.	Vancouver	1888	New Westminster, B.C.	54 5	13 2	5 2	31	21	4 sc	A. Ewen, New Westminster, B.C.
116,551	Clare	Port Maitland	1903	Princeport, N.S.	79 0	24 7	6 9	88	59	— sc	R. H. Putnam, Onslow, N.S.
116,776	Clarence	Vancouver	1904	Vancouver, B.C.	40 2	9 5	4 7	13	9	2 sc	John H. Gaerdes, Vancouver, B.C.
94,984	Clark Bros	Toronto	1890 1901	Toronto, Ont.	80 0	16 2	5 5	92	38	11 sc	Lawrence Solmon, Toronto, Ont.
116,465	Claxton	Vancouver	1900 1906	Ballard, B.C Vancouver, B.C.	72 1	18 6	7 1	84	57	10 sc	Wallace Bros., Packing Co., Ltd., Vancouver. B.C.
121,741	Clayburn	"	1906	"	73 0	17 9	8 4	76	51	26 sc	Wm. H. Armstrong, Vancouver, B.C.
112,248	Claymore	"	1902	"	29 4	7 0	2 3	7	5	1 sc	W. McCarthy, *et al.*, Vancouver, B.C.
111,679	Clayton	Parrsboro'	1902	Parrsboro', N.S.	62 8	15 2	5 6	43	24	45 sc	J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
103,170	Cleeve	New Westminster	1897	New Westminster, B.C.	56 6	12 1	6 3	36	24	9 sc	Packers Steamship Co., Ltd., Vancouver, B.C.
100,755	Cleopatra	Toronto	1893	Hamilton, Ont	113 5	16 9	9 2	104	71	32 sc	A. E. Gooderham and T. G. Blackstock, J.O., Toronto, Ont.
72,951	Clinton	St. Catharines	1874	St. Catharines, Ont.	138 0	23 8	12 0	430	292	— sc	James Matthews, Toronto, Ont.
112,389	Clio	Sydney	1904	North Sydney, N.S.	39 5	10 5	5 1	13	13	3 sc	J. Owen James, Wine Harbour, N.S.
83,031	Clipper	Ottawa	1880	Brockville, Ont.	31 8	7 0	2 8	4	3	5 sc	A. Thompson, Ottawa, Ont.
116,260	Clipper	Toronto	1903	Midland, Ont.	62 0	13 3	6 6	46	29	17 sc	The Sable & Spanish Boom & Slide Co. of Algoma, Ltd., Spanish River, Ont.

107,197	Clipper	Winnipeg	1897	Kenora, Ont	69 5	12 0	4 3	53	32	8 sc	C. G. Pennock, *et al.*, Kenora, Ont.
111,993	Clive	Vancouver	1902	New Westminster, B.C.	51 0	13 0	5 3	35	24	9 sc	Mrs. Annie G. Croll, New Westminster, B.C.
77,779	Clucas	Goderich	1882	Goderich, Ont	60 0	13 8	5 7	28	19	19 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
111,957	Clutha	New Westminster	1903	New Westminster, B.C.	45 0	11 4	4 1	28	19	2 sc	The St. Mungo Canning Co., Ltd., New Westminster, B.C.
94,898	Clyde	"	1889	Vancouver, B.C.	80 0	16 0	6 0	68	46	5 sc	J. B. Newcomb, M.O., Vancouver, B.C.
96,714	Clyde	Ottawa	1888	Baie des Pères, Que.	61 5	13 5	3 4	29	26	17 sc	A. Lumsden, Ottawa, Ont.
59,863	Clyde	Quebec	1868	Lévis, Que.	141 7	23 5	9 4	592	373	60 pa	John S. MacLean, Halifax, N.S.
111,520	Clymene	St. John. N.B.	1901	St. John, N.B.	39 7	8 0	3 5	10	7	2 sc	Robert Thomson, *et al.*, St. John, N.B.
116,651	Coast Guard	Barrington	1904	Shelburne, N.S.	72 0	24 2	7 0	72	49	17 sc	The Provincial Wrecking Co., Ltd., Barrington, N.S.
116,315	Coaster	Amherstburg	1889	Toledo, Ohio, U.S.A.	98 0	22 0	6 7	120	91	6 sc	J. Stockwell, Leamington, Ont.
86,071	Coban	Montreal	1882	Sunderland, G.B.	230 0	33 1	16 0	1,063	689	130 sc	Black Diamond Steamship Co., Ltd., Montreal, Que.
111,938	Coboconk	Lindsay	1902	Coboconk, Ont.	30 7	12 4	3 1	9	6	8 pa	Mrs. C. McFadden, Fenelon Falls, Ont.
71,165	Coboconk	Port Hope	1876	Fenelon Falls, Ont	80 8	15 8	5 0	103	86	40 pa	Wm. Shields, Coboconk, Ont.
111,431	Cock O' the North	Halifax	1902	Dartmouth, N.S.	31 5	5 5	3 3	3	3	8 sc	James A. Calder, Halifax, N.S.
116,404	Colby	Victoria	1902	Seattle, Wash., U.S.A.	35 1	9 4	3 1	11	7	12 sc	Samuel W. Bucknam, Victoria, B.C
96,803	Collector	Halifax	1891	Dartmouth, N.S.	63 8	20 8	5 5	52	35	25 sc	Louis Hefler, Halifax, N.S.
112,253	Colleen Ordre	Vancouver	1903	Vancouver, B.C	28 6	9 0	3 9	5	3	1 sc	Frederick Keeling, Vancouver, B.C.
80,911	Colonel By	Prescott	1868	Ogdensburg, N.Y., U.S.A	45 0	9 2	3 9	9	6	9 sc	P. Eligh, Burritt's Rapids, Ont.
112,395	Colonge	Ottawa	1901	Sand Point, Ont	47 7	17 9	3 6	18	12	20 pa	Gillies Bros. Co., Ltd., Braeside, Ont.
122,012	Colonial	"	1906	Kippewa Lake, Que.	52 0	12 3	4 4	47	25	9 sc	Colonial Lumber Co., Ltd., Pembroke, Ont.
103,892	Columbia	New Westminster	1896	Nakusp, B.C	77 0	14 5	6 4	50	34	17 sc	Canadian Pacific Railway Co., Montreal, Que.
117,017	Columbia	Vancouver	1905	Vancouver, B.C.	60 0	14 0	4 5	40	27	4 sc	John Antle, Vancouver, B.C.
71,105	Comet	Chatham, Ont	1876	Chatham, Ont.	55 0	11 0	4 6	22	15	20 sc	R. E. Moore, Harrison, Ont., and W. Vandusen, Tara, Ont., J.O.
94,939	Comet	Port Hope	1895	Lake Scugog, Ont.	45 0	8 0	1 2	8	3	7 sc	Josiah Ball, Fesserton, Ont.
94,799	Comet	Richibucto	1901	Bass River, N.B.	51 0	9 5	3 7	21	14	15 sc	John D. Walker, Bass River, N.B.

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92,450	Comet	Toronto	1887	Milford Bay, Ont	60 0	11 5	5 0	20	14	2 sc	The Rathbun Co., Deseronto, Ont.
90,523	Comfort	Chatham, Ont	1891	Rondeau, Ont	43 0	13 0	3 3	14	12	10 sc	Peter Baechler, Sarnia, Ont.
97,067	Commodore	Halifax	1891	Charlottetown, P.E.I	48 2	9 8	5 0	13	8	20 sc	William N. Wickwire, Halifax, N.S.
103,450	Commodore	Ottawa	1895	Carleton Place, Ont	36 2	8 2	3 0	3	3	6 sc	John Moore, Carleton Place, Ont.
....	Commodore	Port Hope	1867	Lindsay, Ont	96 0	16 8	5 0	175	110	....	George Crandell, Lindsay, Ont.
107,487	Commodore	Sault Ste. Marie	1885	Manitowoc, Wis., U.S.A.	59 0	14 5	7 3	40	22	— sc	Joseph Ganley, Sault Ste. Marie, Ont.
75,699	Commodore Holiwell.	Quebec	1878	Quebec, Que	31 4	9 3	4 2	10	3	10 sc	John S. Thom, Quebec, Que.
116,267	Commodore Jarvis	Toronto	1903	Bronté, Ont	109 0	27 0	6 0	287	97	11 sc	Sand & Dredging, Ltd., Toronto, Ont.
117,015	Commodore McRae.	Vancouver	1905	Vancouver, B.C	22 7	6 2	3 0	2	2	⅓ sc	R. Hamilton, Vancouver, B.C.
71,614	Como	Montreal	1875	Sorel, Que	95 0	17 2	5 2	75	47	16 pa	The La Farriere Lumber Co., Ltd., Montreal, Que.
100,202	Comox	Vancouver	1891	Vancouver, B.C.	101 0	18 1	5 2	101	60	24 sc	G. T. Legg, Vancouver, B.C.
63,816	Conqueror	Montreal	1871	Renfrew, G.B.	136 6	21 7	11 8	233	24	150 pa	Sincennes McNaughton Line, Ltd., Montreal, Que.
52,630	Conqueror	Quebec	1865	"	136 5	20 2	11 6	199	15	120 pa	Frank Ross, Quebec, Que.
90,570	Conqueror	Toronto	1886	Toronto, Ont	60 0	13 8	5 5	25	17	25 sc	Ira Hill, Midland, Ont.

88,540	Constance	Hamilton	1885	Greenock, G.B.	18 0	5 0	2 2	1	1	1 sc	Jas. Turnbull, Hamilton, Ont.
94,899	Constance	New Westminster	1890	Victoria, B.C.	66 0	14 4	6 9	50	29	22 sc	Alex. Ewen, New Westminster, B.C.
100,412	Constance	Ottawa	1891	Owen Sound, Ont.	115 6	19 6	11 2	185	126	50 sc	The Minister of Customs, Ottawa, Ont.
103,686	Constance	Toronto	1898	Gravenhurst, Ont.	82 0	13 6	5 0	52	35	2 sc	Donald M. Grant, Rosseau, Ont.
116,463	Constance	Vancouver	1903	Vancouver, B.C.	35 8	9 5	3 8	11	8	2 sc	Arthur R. Barrow, Hills Island, B.C
117,016	Constance	″	...	New Westminster, B.C.	50 0	11 0	5 5	23	16	10 sc	T. C. Wasson, Vancouver, B.C.
64,996	Contest	Quebec	1872 1895	Quebec, Que Lévis, Que	132 3	23 0	10 5	274	104	100 pa	Julien Chabot, Lévis, Que.
100,205	Coquitlam	Vancouver	1892	Vancouver, B.C.	120 0	22 0	9 6	256	166	28 sc	G. T. Legg, Vancouver, B.C.
111,933	Cora	Lindsay	1902	Port Perry, Ont.	55 3	9 9	4 6	23	16	1 sc	J. B. Bowerman, Port Perry, Ont.
92,445	Cora	Toronto	1887	Toronto, Ont	32 3	7 5	3 2	4	3	1 sc	Oliver B. Sheppard, Toronto, Ont.
116,220	Corinne	Montreal	1903	St. Joseph de Lévis, Que.	48 5	12 3	5 0	23	9	4 sc	W. J. Poupore, Montreal, Que.
71,609	Cornwall	″	1874	Kingston, Ont	175 3	27 1	9 9	914	576	88 pa	Montreal Trust & Deposit Co., Montreal, Que.
103,673	Corona	Toronto	1896	Toronto, Ont.	270 3	32 4	12 5	1,274	649	310 pa	Niagara Navigation Co., Ltd., Toronto, Ont.
88,240	Corrella	Brockville	1889	Brockville, Ont	30 8	7 2	3 4	4	3	5 sc	M. Kenville, Brockville, Ont.
107,890	Courier	Montreal	1900	Montreal, Que	36 9	9 3	6 2	12	8	3 sc	Harbour Commissioners of Montreal, Montreal, Que.
116,775	Coutli	Vancouver	1904	Vancouver, B. C.	71 4	18 8	9 8	99	68	28 sc	Coutli Shipping Co., Ltd., Vancouver, B. C.
116,844	Crawford	Owen Sound	1905	Wiarton, Ont.	86 0	15 9	6 5	50	37	31 sc	The Crawford Tug Co., Ltd., Wiarton, Ont.
111,533	Crescent	Vancouver	1896	Vancouver, B.C	28 6	7 7	2 6	3	2	1 sc	Wesley Newton, Vancouver, B.C.
107,796	Cricket	St. John, N.B	1894	St. John, N.B.	36 5	7 3	3 6	5	3	4 sc	Hon. J. Israel Tarte, Montreal, Que.
75,434	Cruiser	Toronto	1887	Portsmouth, Ont.	87 5	14 5	6 5	86	48	20 sc	John B. Miller, Toronto, Ont.
78,014	Cruiser	Winnipeg	1880 1898	Keewatin, Ont.	39 5	10 0	3 9	27	16	1 sc	Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
75,791	Crusader	Ottawa	1874	Ottawa, Ont.	28 6	6 6	3 2	3	2	4 sc	Robert Neil, Hull, Que.
112,229	Crystal Stream	St. John, N.B	1873	Bull's Ferry, U.S.A.	132 6	25 6	9 3	482	304	43 pa	D. J. Purdy, St. John, N.B.
71,153	Cuba	Hamilton	1875	Kingston, Ont.	177 0	26 0	11 5	931	599	200 sc	Montreal & Chicago Merchants Shipping Co., Ltd., Toronto, Ont.
100,663	Curlew	Belleville	1895	Kingston, Ont.	35 2	7 0	2 9	9	6	5 sc	H. A. Cartwright, Belleville, Ont.

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100,413	Curlew	Ottawa	1892	Owen Sound, Ont.	116 3	19 8	11 3	158	96	50 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
100,770	Curlew	Toronto	1891	Toronto, Ont	29 0	6 6	3 4	3	3	9 sc	F. H. Gooch, Toronto, Ont.
111,877	Cygnet	Liverpool	1902	Yarmouth, N.S.	37 3	9 9	5 0	11	8	2 sc	J. A. Neville and W. A. Hemeon, Liverpool, N. S.
116,698	Cygnet	Kenora	1904	Kenora, Ont	32 0	9 0	3 0	4	3	1 sc	George R. Crowe, Winnipeg, Man.
117,019	Cygnet	Vancouver	.....	Vancouver, B.C.	25 8	10 4	3 4	6	4	2 sc	The Maple Ridge Creamery & Fruit Canning Co., Ltd., Port Hammond, B.C.
112,290	Cygnet	Winnipeg	1902	Selkirk, Man	50 0	12 0	4 5	18	12	15 sc	Nelson River Packing Co., Ltd., Selkirk, Man.
103,579	Cynthia	Collingwood	1897	Collingwood, Ont.	60 0	11 6	6 4	35	24	4 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
107,896	Cynthia (The)	Montreal	1900	Racine, Wis., U.S.A	18 0	4 5	2 0	1	1	1 sc	F. Adams Briggs, Waterloo, Que.
121,729	Cypress Queen	Vancouver	1905	Actaeon Sound, B.C	33 0	10 0	4 8	17	11	2 sc	A. M. Snider and Joseph Denno, Lund, B.C.
103,907	Czar	Victoria	1897	Victoria, B.C.	101 0	21 5	11 0	152	93	56 sc	Esquimalt & Nanaimo Railway Co., Victoria, B. C.
116,482	D. A. Gordon	Wallaceburg	1902	Wallaceburg, Ont.	115 3	23 2	7 0	148	94	32 sc	John Lee, Wallaceburg, Ont.
103,887	D. B. Mulligan	Ottawa	1897	Pembroke, Ont	81 3	22 7	5 6	77	46	50 sc	John Ryan, *et al.*, Pembroke, Ont.

72,575	D. C. West	Kingston	1874	Clayton, N.Y., U.S.A.	80 4	13 8	5 0	60	32	30 sc	J. Fleming, Toronto, Ont.
83,298	D. D. Calvin	"	1883	Garden Island, Ont.	166 0	32 0	15 1	750	483	300 sc	The Calvin Co., Ltd., Garden Island, Ont.
78,007	D. L. Mather	Winnipeg	1882	Keewatin, Ont.	92 0	19 0	8 0	103	70	150 sc	Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
71,134	D. P. Dey	Kingston	1866	Buffalo, N.Y., U.S.A.	35 1	11 0	4 1	11	6	6 sc	Lyon Cohen, Montreal, Que.
71,104	D. R. Van Allen	Toronto	1874	Chatham, Ont.	136 0	26 0	10 0	318	216	87 sc	Peter Payette, Penetanguishene, Ont.
116,543	D. S. Walker	Kingston	1903	Farran's Point, Ont.	68 4	14 8	7 8	56	22	40 sc	Canadian Construction Co., Ltd., Montreal, Que.
116,361	D. McLeod	Goderich	1903	Goderich, Ont.	69 3	15 0	6 5	36	25	11 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
97,119	D'Alton McCarthy	Collingwood	1893	Collingwood, Ont.	66 0	14 0	6 4	54	37	3 sc	Wm. G. Goodchild, Tp. of Malden, Ont.
107,682	Dack	Prescott	1898	Clayton, N.Y., U.S.A.	46 5	9 3	3 3	18	12	5 sc	Wm. and W. G. Black, Belleville, Ont.
112,222	Dahinda	St. John, N.B.	1902	St. Joseph, Mich., U.S.A	25 5	6 0	2 3	2	1	4½ sc	R. S. FitzRandolph, Fredericton, N.B.
103,049	Daisy	Ottawa	1890	Carleton Place, Ont.	30 2	6 2	2 0	2	1	3 sc	Claude McLachlin, Arnprior, Ont.
100,657	Daisy	"	....	Alexandria Bay, N.Y., U.S.A.	39 0	6 1	3 1	2	2	5 sc	G. B. Magee, Merrickville, Ont.
100,465	Daisy	Quebec	1893	Quebec, Que.	41 6	11 0	4 5	15	10	12 sc	Minister of Public Works, Ottawa, Ont.
112,245	Daisy	Vancouver	1902	Vancouver, B.C.	35 8	9 8	4 2	13	9	8 sc	W. R. Jones and S. Pallen, J.O., Vancouver, B.C.
88,375	Daisy	Victoria	1885	Comox, B.C.	71 0	14 4	5 6	60	41	13 sc	Victoria Lumber & Manufacturing Co. Ltd., Victoria, B.C.
111,457	Daisy	Winnipeg	1901	Selkirk, Man.	57 5	12 0	6 0	27	8	3 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
103,658	Daisy Moore	"	1884 1900	Ohio, U.S.A. Kenora, Ont.	57 0	12 0	5 2	38	21	3 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
94,881	Dama	Quebec	1889	Sorel, Que.	91 8	13 2	4 4	55	37	45 sc	A. N. Mercer, Les Escoumains, Que.
116,805	Dandy	Sorel	1905	Hull, Que.	72 0	17 0	8 0	77	36	19 sc	J. Lariviere, Ste. Anne de Bellevue, Que.
116,726	Daniel	St. John, N.B.	1904	St. John, N.B.	50 8	12 9	5 8	29	20	12 sc	A. Tapley, M.O., St. John, N.B.
116,948	Dart	Kenora	1904	Kenora, Ont.	21 0	6 0	2 3	2	1	4 sc	The Scott Hudson Building Co., Ltd., Kenora, Ont.
90,889	Dartmouth	Halifax	1888	Yarmouth, N.S.	136 0	28 4	10 7	311	196	75 pa.	The Dartmouth Ferry Commission, Dartmouth, N.S.
107,874	Dauntless	Lindsay	1900	Bobcaygeon, Ont.	28 0	6 4	3 1	3	2	6 sc	Thomas Robson, Fenelon Falls, Ont.
111,599	Dauntless	New Westminster	1901	New Westminster, B.C.	92 0	20 5	9 5	128	89	27 sc	Westminster Towing & Fishing Co., Ltd., New Westminster, B.C.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
64,967	Dauntless........	Quebec............	1871	Pointe Lévis, Québec....	82 0	18 4	9 5	81	35	60 sc ..	Arthur C. Waud, Montreal, Que.
90,579	Dauntless........	Toronto	1884	Gravenhurst, Ont.......	44 6	8 0	4 5	8	5	1 sc ..	S. C. Macdonald, Dunnville, Ont.
85,306	David G. Thomson	Montreal	1883	Kingston, Ont..........	103 3	17 3	9 8	182	75	200 sc ..	Montreal Transportation Co., Ltd., Montreal, Que.
116,368	David Marwick...	Goderich	1905	Tobermory, Ont.........	60 0	13 8	6 2	30	20	13 sc ..	Wm. Leslie, A. Leslie and Geo. Belrose, Tobermory, Ont.
112,168	David Ritchie	Chatham, N.B......	1903	Chatham, N.B..... ..	61 0	14 0	5 1	25	16	14 sc ..	Allan Ritchie, Newcastle, N.B.
90,820	Dawn....	Port Hope..........	1888	Lakefield, Ont..........	48 0	10 4	6 5	20	16	10 sc ..	S. Purser, Hall's Bridge, Ont.
121,833	Dawn	St. John, N.B	1902	St. John, N.B	26 0	7 0	3 0	5	3	1½ sc ..	Simcoe Wellington Conrad, St. Croix, N.B.
112,174	Dawn...	Toronto	1900	Toronto, Ont	27 0	6 5	2 0	3	2	1 sc ..	Jos. Cooper, Bracebridge, Ont.
116,445	Dawson	Shelburne	1903	Shelburne, N.S..........	58 0	13 4	5 7	37	17	12 sc ..	Freeman Payzant, Lockeport, N.S.
107,836	Dawson	Victoria...........	1901	White Horse, Y.T	167 0	34 0	4 5	779	491	19 pa ..	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,695	Day Star.........	Kenora.......	1903	Kenora, Ont.	34 0	8 5	4 0	13	9	½ sc ..	Foreign Mission Committee of the Presbyterian Church, Kenora, Ont.
107,494	De St. Juste.... .	Quebec	1893	St. Laurent, Isle of Orleans, Que.	37 5	7 7	3 3	5	4	8 sc ..	Jean Baptiste E. Letellier, Quebec, Que.
111,597	Defender	New Westminster...	1901	Langley, B.C......... .	85 0	16 5	4 0	216	137	13 pa ..	Harrison River Mills, Timber & Trading Co., Ltd., Harrison, B.C.
116,744	Defiance	Halifax	1904	Shelburne, N.S..........	64 7	13 7	6 5	38	26	13½ sc ..	Frank Roberts, Halifax, N.S.

107,717	Defiance	Vancouver	1897	Tacoma, Wash., U.S.A.	62 0	16 0	5 1	90	61	5 sc	John A. Cates, Vancouver, B.C.
96,856	Delila	Sarnia	1896	Port Huron, Michigan, U.S.A.	32 0	6 2	3 4	4	3	2 sc	Jos. David, Carmanah, Ont.
61,134	Delisle	Montreal	1869	Buffalo, N.Y., U.S.A.	62 4	14 8	7 4	46	17	50 sc	Minister of Public Works, Ottawa, Ont.
117,004	Delphia	Vancouver	1902	Tacoma, Wash., U.S.A.	16 0	5 2	1 7	1	......	¼ sc	Hugh P. Smith, Vancouver, B.C.
90,618	Delta	Moncton	1889 1895	Hillsboro, N.B.	34 5	12 8	4 8	20	12	15 sc	Edward Kinnie, Albert, N.B.
100,644	Delta	Vancouver	1889	Victoria, B.C.	47 5	9 5	4 4	15	10	6 sc	James S. Emerson, Vancouver, B.C.
90,805	Delta	Victoria	1886	Ladner's Landing, B.C.	54 0	14 0	4 3	25	17	1 sc	Jos. Quadros, Victoria, B.C.
121,669	Denisa	Quebec	1905	Portneuf, Que	55 8	14 8	6 4	38	26	6 sc	Joseph Alphonse Lemay, Portneuf, Que.
103,310	Denver	Vancouver	1896	New Westminster, B.C.	36 0	8 5	3 8	9	6	2 sc	Canadian Pacific Ry. Co., Montreal, Que.
78,042	Derby	Chatham, N.B.	1878	Chatham, N.B.	50 5	7 7	3 1	12	9	14 pa.	J. C. Miller, Derby, N.B.
103,889	Derby	Ottawa	1897	Ottawa, Ont	35 8	9 1	3 0	3	3	4 sc	C. G. Stackhouse, Ottawa, Ont.
107,422	Derry Carne	Brockville	1900	Racine, Wis., U.S.A.	15 5	4 5	2 8	3	2	1 sc	W. D. Morris, Ottawa, Ont.
71,150	Despatch	Goderich	1878	Buffalo, N.Y., U.S.A.	71 5	15 3	5 6	33	22	25 sc	W. J. Pulling, Windsor, Ont.
96,986	Despatch	New Westminster	1888	Revelstoke, B.C.	54 0	10 8	4 5	37	23	2 pa.	Columbia & Kootenay Steam Nav. Co., Ltd., Nelson, B.C.
103,297	Despatch	New Westminster	1889	Seattle, Wash., U.S.A.	33 6	9 0	2 9	7	5	1 sc	The Alberta & B.C. Exploration Co., Ltd., London, Eng.
112,302	Despatch	Winnipeg	1904	Selkirk, Man	42 6	9 6	4 0	14	10	1 sc	The Dominion Fish Co., Ltd., Selkirk, Man.
92.729	Devenish	Toronto	1886	Toronto, Ont.	32 8	6 3	3 3	3	2	6 sc	W. Packer, Wood Township, Simcoe Co., Ont.
100,695	Diamond	Sydney	1894	Pictou, N.S.	43 3	12 4	5 6	23	15	10 sc	Burpee Tupper, *et al.*, Canning, N.S.
100.594	Diane	Montreal	1891	Sorel, Que	65 3	10 0	4 8	23	16	10 sc	H. Beauchemin, Sorel, Que.
103.930	Dickson	Peterborough	1890	Simcoe, Ont	28 6	10 0	3 3	16	10	20 pa.	The Dickson Co., Peterborough, Ont.
64,645	Dirigo	St. John, N.B.	1872	Carleton, N.B.	66 2	17 5	9 1	70	48	35 sc	H. J. Olive, St. John, N.B.
59,906	Diver	Quebec	1869	St. Thomas, Que	72 5	23 5	8 4	86	59	22 sc	Pierre Bégin, Quebec, Que.
100,664	Dolce	Kingston	1894	Gananoque, Ont.	42 3	7 4	2 9	5	3	8 sc	J. W. Church, Gananoque, Ont.
107,219	Dolly	Winnipeg	1900	Winnipeg, Man.	24 0	7 0	3 0	3	1	8 sc	A. J. McPherson, Dauphin, Man.

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Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant et adresse.
111,928	Dolly Gray	Toronto	1900	Dorset, Ont	35 5	7 0	2 8	5	3	1 sc	William Howard, Baysville, Ont.
116,304	Dolphin	Charlottetown	1904	Charlottetown, P.E.I.	34 2	9 4	3 9	7	7	1 sc	E. S. Kerry, Charlottetown, P.E.I.
90,714	Dolphin	Halifax	1886	Dartmouth, N.S	39 6	12 0	4 5	13	9	12 sc	The Maritime Clay Works, Ltd., Pugwash, N.S.
90,710	Dolphin	Montreal	1887	Port Dalhousie, Ont	37 0	6 1	3 0	6	5	6 sc	John T. Nicholson, Montreal, Que.
80,680	Dolphin	Ottawa	1881	Montreal, Que	74 4	18 5	8 1	70	37	32 sc	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,596	Dolphin	Owen Sound	......	....	49 0	12 5	5 1	24	17	33 sc	Jas. Playfair and D. L. White, Jr., Midland, Ont., J.O.
92,441	Dolphin	Toronto	1871	E. Cowes, I. of W., Eng.	50 0	10 0	4 3	13	9	4 sc	The Savanagh Lumber Co., Ltd., Penetanguishene, Ont.
111,992	Dolphin	Vancouver	1902	Lund, B.C	47 4	11 0	5 8	20	14	9 sc	F. G. Thurlin, Lund, B.C.
103,068	Dolphin	Yarmouth	1896	Yarmouth, N.S	34 0	9 6	4 0	8	3	5 sc	James S. Gray, Yarmouth, N.S.
111,922	Dolphin E	Toronto	1901	Bayonne City, N. J., U.S.A.	36 0	6 8	2 2	6	4	— sc	Miss Minnie McVicar, Paris, Ont.
83,419	Dominion	Port Hope	1884	Lindsay, Ont	79 0	14 0	4 5	46	29	40 pa	Francis Burke, Lindsay, Ont.
90,707	Dominion	Windsor, Ont.	1868	St. Catharines, Ont	135 0	25 8	11 4	478	304	26 sc	Mrs. Henrietta Peck, Windsor, Ont.
116,414	Dominion	Victoria	1904	Victoria, B.C	57 5	11 8	4 4	18	10	6 sc	J. J. Goodwin, Victoria, B.C.
107,108	Don	"	1898	"	27 8	7 8	3 5	4	3	1 sc	E. Dickson, Victoria, B.C.

111,788	Don	Victoria....	1902	Victoria, B.C..........	28 0	8 0	3 8	4	3	2 sc .	John Braden, Victoria, B.C.
94,988	Donnelly...... ...	Toronto	1863	Montreal, Que	142 0	24 7	3 8	319	90	43 pa..	The Donnelly Salvage & Wrecking Co., Ltd., Kingston, Ont.
103,154	Donney	Vancouver..........	1895	Vancouver, B.C........	38 6	10 2	4 5	15	10	2 sc ..	J. J. Martin, Vancouver, B.C. ..
96,710	Dora..	Ottawa.......	1889	Opemican Lake, Que....	61 6	13 0	5 5	48	44	30 sc ..	The Minister of Public Works, Ottawa, Ont.
111,764	Dorcas	Brockville..........	1897	Kingston, Ont	31 2	5 6	3 0	3	2	½ sc ..	Dr. W. F. Jackson, Brockville, Ont.
111,562	Dorothe	Toronto	1900	Penetanguishene, Ont..	33 0	8 4	3 3	8	6	1 sc ..	W. F. Thomson, Rose Point, Ont.
117,110	Dorothy..........	Ottawa.............	1903	Cache Bay, Ont.........	48 0	9 0	3 0	12	8	6 sc ..	R. Booth, R. W. Gordon and G. Gordon, Pembroke, Ont., J.O.
96,861	Dorothy	Prescott.....	1888	Kingston, Ont	38 4	7 1	3 4	10	6	4 sc ..	Mrs. Adeline E. Holmes, Montreal.
111,980	Dorothy	Vancouver..........	1902	Vancouver, B.C....	42 5	10 2	4 8	20	13	9 sc ..	W. H. Armstrong, Vancouver, B.C.
100,397	Dortha..........	Brockville	1894	Hamilton, Ont	71 0	12 6	4 8	51	35	25 sc ..	Geo. T. Fulford, Brockville, Ont.
88,292	Dot	Quebec	1884	Quebec, Que....... ...	33 8	9 5	4 0	10	7	5 sc ..	D. Champoux, D'Israeli, Wolfe Co., Que.
103,212	Dottie	Ottawa..	1888	Carleton Place, Ont.....	25 4	5 2	2 1	1	1	3 sc ..	Mrs. Jeannie F. Ferguson, North Bay, Ont.
92,733	Douglas.....	Toronto	1888	Midland, Ont..........	30 4	7 9	4 2	5	4	6 sc ..	The Georgian Bay Consolidated Lumber Co., Ltd., Waubaushene, Ont.
98,030	Douglas..........	Victoria....	1881	Renfrew, G.B	214 0	25 0	14 7	741	459	160 sc ..	John J. Alexander, Mazatlan, Mexico.
101,291	Douglas H. Thomas	Sydney.	1892	Maryland, U.S.A	116 5	21 0	13 0	212	98	57 sc ..	The Dominion Coal Co., Ltd., Montreal, Que.
88,235	Dream	Ottawa.............	1886	Kingston, Ont....... ..	50 6	10 3	4 2	12	9	10 sc ..	The Minister of Customs, Ottawa, Ont.
116,219	Dream	Quebec........	1903	Grandes Piles, Que......	56 5	10 8	3 8	27	19	2 sc ..	W. S. Coté, Grandes Piles, Que.
92,356	Dream	St. John, N.B	1881	Newark, N.J., U.S.A...	63 9	14 1	5 0	45	30	12 sc ..	W. H. Thorne, St. John, N.B.
100,209	Drone	Vancouver..........	1892	Vancouver, B.C.........	40 0	16 0	3 5	29	18	10 pa..	William Braid, Vancouver, B.C.
112,393	Druid	Ottawa.............	1902	Paisley, G.B............	160 0	30 1	12 5	503	149	59 sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
116,981	Dryden Bell......	Kenora.....	1903	Dryden, Ont...	35 0	10 0	3 5	15	10	1⅕ sc ..	W. Keith and J. M. Stockleton, J.O., Dryden, Ont.
103,342	Duchess of York..	Montreal..........	1895	Montreal, Que.........	156 8	25 3	9 4	490	262	39 pa..	Ottawa River Navigation Co., Montreal, Que.
116,896	Dufferin	Halifax............	1905	Shelburne, N.S..........	108 0	25 0	8 6	211	99	42 sc ..	Wm. A. Murdoch, M.O., Sherbrooke, N.S.
111,442	Dundaff..........	Ottawa.............	1899	Hull, Que.............	30 5	6 9	3 6	2	1	4 sc ..	P. Waters, Hull, Que.
112,208	Dundee	Hamilton	1906	Dundee, G.B......	250 0	43 2	23 5	2,278	1,431	146 sc ..	Dundee Steamship Co., Ltd., Hamilton, Ont.

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112,207	Dundurn	Hamilton...	1882	Detroit, Mich., U.S.A..	190 0	30 2	12 2	1,120	600	61 sc ..	Hamilton & Montreal Navigation Co., Ltd., Hamilton, Ont.
83,068	E. B. Eddy	Quebec..	1881	Hull, Que	98 0	20 7	8 0	78	38	15 sc ..	La Compagnie de Pulpe de Chicoutimi, Ltée., Chicoutimi, Que.
100,130	E. G. Ashley	Wallaceburg	......	Toledo, Ohio, U.S.A....	40 5	9 5	6 5	10	7	3 sc ..	Wallaceburg Sugar Co., Ltd., Wallaceburg, Ont.
96,705	E. G. Laverdure..	Ottawa............	1889	Ottawa, Ont...........	66 6	13 7	5 0	54	49	22 sc ..	E. A. D. Morgan, Montreal, Que.
103,445	E. H. Bronson....	"	1895	Pembroke, Ont.........	140 7	43 7	7 7	285	180	70 pa ..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,883	E. Ross	St. John, N.B......	1894	St. John, N.B	41 9	15 3	5 1	30	20	7 sc ..	J. Leonard, St. John, N.B.
92,304	Eagle	Collingwood	1887	Collingwood, Ont......	44 0	9 0	4 6	12	9	3 sc ..	C. R. Morrison, M.O., Sarnia, Ont.
116,986	Eagle	Kenora............	1905	Kenora, Ont	32 0	9 6	4 0	12	8	5/6 sc ..	G. H. Draper, Kenora, Ont.
80,778	Eagle	Sarnia.............	1875	Buffalo, N.Y., U.S.A...	43 8	12 3	5 0	14	9	25 sc ..	A. Miller, Port Elgin, Ont.
107,694	Eagle	Toronto	1898	Port Severn, Ont.......	34 5	8 3	3 5	10	7	8 sc ..	James Moreau, Port Severn, Ont.
111,549	Eagle	Vancouver	1901	Vancouver, B.C........	48 5	14 5	6 0	35	24	11 sc ..	The Gulf Lumber Co., Ltd., Vancouver, B.C.
111,454	Eagle	Winnipeg..........	1900	Selkirk, Man...........	32 0	10 5	3 6	7	6	8 sc ..	Nelson River Packing Co., Ltd., Selkirk, Man.

94,906	Earl	New Westminster	1890	Vancouver, B.C	72 0	16 0	7 0	75	50	21 sc	Minister of Agriculture, Ottawa, Ont.
111,587	Echo	Peterborough	1901	Peterborough, Ont	27 0	6 7	3 0	5	3	4 sc	John S. M. Alexander, Peterborough, Ont.
80,656	Ed. Arpin	Montreal	1879	St. Johns, Que	38 0	8 2	3 5	6	4	5 sc	Ed. Arpin, St. Johns Que.
116,253	Eddie B	Toronto	1902	Victoria Harbour, Ont	29 6	10 0	2 9	9	6	1 sc	David Baker, Midland, Ont.
96,815	Edgar P. Sawyer	Sault Ste. Marie	1886	Buffalo, N.Y., U.S.A	49 0	13 8	5 0	52	41	— sc	W. J. McMenemy, Bruce Mines, Ont.
103,933	Edith	Chatham, N.B	1897	Chatham, N.B	56 0	12 3	5 9	22	15	12 sc	The Miramichi Pulp & Paper Co., Ltd., Chatham, N.B.
85,515	Edith	Toronto	1883	Toronto, Ont	22 0	5 4	2 2	2	1	1 sc	J. P. Clark, Toronto, Ont.
103,901	Edith	Victoria	1897	Victoria, B.C	67 0	14 0	5 5	42	26	9 sc	The B.C. Canning Co., Ltd., London, Eng.
116,541	Edith Ann	Kingston	1903	Kingston, Ont	43 4	8 9	3 9	11	7	5 sc	John Davis, Kingston, Ont.
121,908	Edith C	Barrington	1906	Clark's Harbour N.S	39 0	13 4	6 3	16	15	$\frac{5}{6}$ sc	Eugene Wilcox, Grand Manan, N.B.
77,635	Edmond	Kingston	1879	Bedford Mills, Ont	56 4	12 1	6 8	39	23	40 sc	B. Tett, Bedford Mills, Ont.
100,406	Edna	Hamilton	1899	Hamilton, Ont	36 6	9 3	3 9	12	8	6 sc	Thomas H. Lawry, Hamilton, Ont.
103,698	Edna	Sault Ste. Marie	1891	Collingwood, Ont	31 0	10 0	3 0	9	7	— sc	Robt. Douglas, Sault Ste. Marie, Ont.
107,368	Edna	Toronto	1898	Parry Sound, Ont	64 0	11 5	5 7	55	30	3 sc	Mrs. Carrie E. Pratt, Parry Sound, Ont.
117,009	Edna	Vancouver	1905	Vancouver, B.C	38 3	11 0	5 2	18	12	5 sc	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.,
111,789	Edna Grace	Victoria	1903	Victoria, B.C	58 0	14 5	6 7	42	22	8 sc	A. G. McGregor, *et al.*, Victoria, B.C.
107,135	Edna Ivan	Goderich	1900	Goderich, Ont	79 2	16 0	7 2	54	36	21 sc	James Purvis, Gore Bay, Ont.
116,873	Edna K	St. Catharines	1903	Youngstown, N. Y., U.S.A.	48 0	12 3	4 5	22	15	2 sc	Roy Grabell, Port Colborne, Ont.
100,321	Edna R	Yarmouth	1892	Yarmouth, N.S	67 0	15 6	5 6	50	24	40 sc	The Mud Island Lobster Co., Ltd., Yarmouth, N.S.
112,249	Edna W	Vancouver	1903	Vancouver, B.C	40 0	9 1	4 9	15	10	— sc	Packers' Steamship Co., Ltd., Vancouver, B.C.
85,426	Edward Blake	St.Catharines	1884	Welland, Ont	48 7	12 2	4 9	22	15	12 sc	James Battle, Thorold, Ont.
116,389	Edward Fisk	Port Arthur	1883	Buffalo, N.Y., U.S.A	66 0	16 0	9 0	69	47	10 sc	Canadian Towing & Wrecking Co. Ltd., Port Arthur, Ont,
103,213	Eileen	Ottawa	1893	Moose Creek, Ont	41 8	9 8	3 2	11	9	15 sc	Mrs. Stella Ann Kelly, Montreal, Que.
111,156	Elaine	St. John, N.B	1888		112 7	23 8	7 8	272	156	31 sc	The Hampstead Steamship Co., Ltd., Oak Point, N.B.
92,462	Eldon	Pictou, N.S	1887	Pinette, P.E.I	49 3	15 9	5 7	38	21	20 sc	W. H. Paint, Port Hawkesbury, N.S.

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97,017	Eleanor	St. Catharines	1895	Port Maitland, Ont.	56 0	12 0	5 8	26	18	12 sc	E. Martin, Port Maitland, Ont.
117,080	Eleanor	Toronto	1905	Parry Sound, Ont.	71 0	14 1	6 6	84	57	13 sc	Mrs. Carrie E. Pratt, Parry Sound, Ont.
69,144	Eleanor M. Cates	Sydney	1869	Wilmington, Del., U.S.A.	73 0	16 5	7 9	59	46	23 sc	R. H. Cann, Louisburg, N.S.
90,878	Electra	Charlottetown	1887	Arcadia, N.S.	85 9	16 9	8 2	107	78	25 sc	Three Rivers Steamship Co., Georgetown and Montague, P.E.I.
121,712	Electra	Vancouver	1905	Vancouver, B.C	36 6	7 4	3 5	12	8	8 sc	R. H. Sperling, M.O., Vancouver, B.C.
100,877	Electric	St. John, N.B	1889	St. John, N.B	34 0	6 8	3 0	4	3	2 sc	Frank B. Carvell, Woodstock, N.B.
92,449	Electric	Toronto	1887	Toronto, Ont.	69 9	12 4	7 2	49	29	1 sc	John J. Wright, Toronto, Ont.
116,752	Elgin L. Lewis	Toronto	1904	Orillia, Ont.	70 0	12 3	5 0	50	30	6 sc	H. E. McKee and Charles Britton, Sturgeon Falls, Ont.
96,880	Elite	Goderich	1894	Goderich, Ont.	60 6	11 8	4 8	22	16	24 sc	Seth Chapman, Gore Bay, Ont.
116,388	Eliza Williams	Port Arthur	1872	Buffalo, N.Y., U.S.A.	62 0	14 0	7 5	50	34	10 sc	Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
111,994	Elk	Vancouver	1902	Vancouver, B.C.	26 2	6 4	3 1	3	2	1 sc	Wm. Rae, *et al.*, Vancouver, B.C.
122,153	Elk	"	....	....	30 8	7 7	3 6	11	·8	2 sc	Dominic Burns, Vancouver, B.C.
107,843	Ella	Port Rowan	1898	St. Williams, Ont.	49 2	12 0	4 5	15	10	13 sc	J. A. Dease and F. H. Pearsall, Port Rowan, Ont.
111,492	Ella	Quebec	1900	Quebec, Que.	22 2	5 1	2 5	2	1	2 sc	Pierre A. Guay, Chicoutimi, Que.

116,871	Ella H.	St. Catharines	1884	Buffalo, N.Y., U.S.A.	50 9	11 1	5 2	18	13	3 sc	Wm. P. Dixon, Niagara Falls, N.Y., U.S.A.
77,589	Ella Ross	Deseronto	1879	Montreal, Que.	99 2	27 8	6 4	228	125	85 pa.	The Rathbun Co., Deseronto, Ont.
78,038	Ella Taylor	Chatham, Ont.	1883	Chatham, Ont.	60 0	14 0	6 0	34	23	70 sc	R. Leeson, Merritton, Ont.
116,606	Elsie	Montreal	1904	Georgeville, Que.	37 4	9 0	3 3	7	5	4 sc	N. A. Beach, Georgeville, Que.
92,689	Elsie	Pictou, N.S.	1892	New Glasgow, N.S.	56 1	10 3	5 6	22	15	12 sc	Nova Scotia Lumber Co., Ltd., Sherbrooke, N.S.
122,071	Elsie	Toronto	1906	Trenton, Ont.	69 0	16 3	5 4	48	33	10 sc	Mrs. Margaret A. Clark, Toronto, Ont.
117,012	Elsie	Vancouver	1905	Vancouver, B.C.	40 0	11 6	4 8	16	11	1 sc	J. W. Hackett, Vancouver, B.C.
96,897	Elsie Ross	Ottawa	1889	Carleton Place, Ont.	34 6	7 5	3 0	10	8	18 sc	David Gillies, Carleton, Place, Ont.
....	Elswood	Kingston	1865	Bedford Mills, Ont.	49 1	11 8	5 9	39	17	....	Neal Macdonald, Montreal, Que.
121,716	Emelie	Vancouver	1900	San Francisco, Cal., U.S.A.	25 0	6 7	2 5	6	4	⅓ sc	Horace E. Sims, Vancouver, B.C.
116,592	Emerson	Montreal	1903	Collingwood, Ont.	108 0	23 0	14 0	276	188	94 sc	Montreal Transportation Co., Ltd., Montreal, Que.
96,900	Emile	Ottawa	1892	Ottawa, Ont.	50 0	13 0	5 2	12	8	20 sc	John O'Leary, Ottawa, Ont.
117,083	Emily May	Collingwood	1906	Collingwood, Ont.	59 0	14 0	6 0	30	20	9 sc	Malcolm McInnes, Meaford. Ont.
100,402	Emma	Hamilton	1894	Hamilton, Ont.	34 6	6 8	4 6	6	4	6 sc	R. S. Watts, Hamilton, Ont.
107,260	Emma	New Westminster	1898	Lake Bennett, B.C.	54 0	16 0	3 0	82	52	3 pa.	Wm. J. Rant, Lake Bennett, B.C.
111,444	Emma	Ottawa	1897	Ottawa, Ont.	28 0	7 2	2 4	2	1	3 sc	W. O. Spearman, Ottawa, Ont.
100,946	Emma	Toronto	1894 1901	Collingwood, Ont. Parry Sound, "	89 3	18 0	6 6	146	94	2 sc	Mrs. Carrie E. Pratt, Parry Sound, Ont.
100,430	Emma C	Ottawa	1890	Ottawa, Ont.	24 4	5 1	2 5	1	1	3 sc	L. J. Coursolles, Ottawa, Ont.
107,256	Emma Nott	New Westminster	1898	Lake Bennett, B.C.	56 0	16 0	3 5	73	46	7 pa.	Arthur C. Simonds, Dawson, Y.T.
103,163	Emmeline	Vancouver	1896	Vancouver, B.C	29 4	7 9	3 4	5	4	2 sc	Thos. D. Cyrs and Will Frame, Vancouver, B.C.
116,309	Empress	Charlottetown	1906	Newcastle-on-Tyne, G.B.	235 0	34 2	20 0	1,342	612	365 sc	The Charlottetown Steam Navigation Co., Ltd., Charlottetown, P.E.I.
73,086	Empress	Montreal	1873 1886	Ottawa, Ont. Montreal, Que.	185 3	27 6	8 1	678	372	152 pa.	Ottawa River Navigation Co., Montreal, Que.
100,422	Empress	Ottawa	1891	Sturgeon Falls, Ont.	63 0	14 3	5 6	36	28	40 sc	The French River & Nipissing Nav. Co., Ltd., Sturgeon Falls, Ont.
107,815	Empress	Peterborough	1899	Lakefield, Ont.	93 0	15 8	5 4	84	57	— sc	Trent Valley Navigation Co., Bobcaygeon, Ont.
100,679	Empress	Vancouver	1894	Vancouver, B.C.	33 8	7 9	3 6	3	2	1 sc	George Cassady, Vancouver, B.C.

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107,448	Empress	Vancouver	1897	Hong-Kong, China	27 6	7 6	3 6	7	5	2½ sc	O. P. Marshall, Vancouver, B.C.
78,009	Empress	Winnipeg	1883	Kenora, Ont	95 4	20 0	7 0	129	73	150 sc	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
100,766	Empress Victoria	Toronto	1894	Huntsville, Ont	76 0	17 0	6 0	106	72	5 sc	The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
100,022	Emulator	"	1890	Magnetawan, Ont	49 7	10 2	4 6	25	17	2 sc	A. Walton, Magnetawan, Ont.
121,748	Ena	Vancouver	1906	Vancouver, B.C	22 6	6 4	2 7	3	2	½ sc	William H. R. Collister, Vancouver, B.C.
85,704	Energy	Wallaceburg	1883	Wallaceburg, Ont	81 0	20 0	6 5	116	70	40 sc	J. Hackett, Amherstburg, Ont.
121,829	Eno	Montreal	1906	St. Henry, Que	32 5	8 3	5 8	7	5	2 sc	Mrs. Ida O. Moseley, Montreal, Que.
116,271	Enterprise	Halifax	1903	Ship Harbour, N.S	58 2	12 3	6 6	24	14	27 sc	Frank Roberts, Halifax, N.S.
103,240	Enterprise	Montreal	1893	Beauharnois, Que	49 9	11 5	4 4	13	9	2 sc	W. J. Poupore, Ottawa, Ont.
94,714	Enterprise	Port Stanley	1892	Port Bruce, Ont	58 0	12 0	5 5	18	13	3 sc	Levi Young, Port Bruce, Ont.
85,514	Enterprise	Toronto	1869	Rama, Ont	81 4	23 0	6 2	148	99	60 sc	Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
103,160	Enterprise	Vancouver	1896	Vancouver, B.C	34 0	9 3	4 7	12	8	2 sc	Geo. H. Deighton, Vancouver, B.C.
116,926	Enterprise	Victoria	1905	Pilot Bay, B.C	47 0	10 0	5 0	20	14	2 sc	F. Cogle, Pilot Bay, B.C.
100,023	Equal Rights	Toronto	1890	Penetanguishene, Ont	36 0	9 3	3 8	6	4	1 sc	Grieves Robson, Tp. of Franklin, Ont.

116,691	Era	Kenora	1900	Resolution, N.W.T.	53 0	11 5	5 0	50	28	6 sc	Jas. Hislop, Fort Rae, N.W.T., and Edmund Nagle, Resolution, N.W.T.
109,021	Erastus Wiman	Toronto	1890	Huntsville, Ont.	65 0	13 3	3 4	54	36	6 sc	Mrs. Mary Denton and Lorenzo McHardy, J. O., Huntsville, Ont.
116,831	Eric	Kingston	1902	Kingston, Ont	30 3	6 1	2 8	3	2	⅓ sc	F. F. Millar, Napanee, Ont.
112,048	Erie	St. Catharines	1902	St. Joseph, Mich., U.S.A.	18 1	4 6	3 7	2	2	2 sc	Mrs. Edna R. Price, St. Catharines, Ont.
117,194	Erin	Kenora	1905	Fort Frances, Ont.	33 0	8 0	3 3	14	9	1 sc	Rat Portage Lumber Co., Ltd., Kenora, Ont.
83,142	Erin	St. Catharines	1881	St. Catharines, Ont.	174 0	26 0	12 6	651	411	75 sc	Thos. Conlon, Thorold, Ont
111,827	Erin II	Vancouver	1891	New Westminster, B.C.	34 5	6 7	2 8	3	2	1 sc	C. A. Elliott and Wm. Payne, J.O., Harrison Hot Springs, B.C.
103,153	Ermine	"	1893	"	30 3	7 8	3 2	9	6	4 sc	Alexander Grierson, Vancouver, B.C.
100,087	Ernest	St. John, N.B	1892	Oromocto, N.B.	37 6	9 5	3 6	13	9	7 sc	A. Fitz Randolph, Fredericton, N.B.
97,010	Escort	St. Catharines	1894	Port Colborne, Ont.	44 8	15 5	9 7	40	27	24 sc	The Welland Canal Tug Co., Ltd., Port Colborne, Ont.
116,424	Escort No. 2	Vancouver	1882	Coos Bay, Ore., U.S.A.	95 0	24 0	13 5	192	131	61 sc	MacKenzie Bros., Ltd., Vancouver, B. C.
112,176	Espanola	Toronto	1897	Toronto, Ont.	36 0	9 0	3 5	7	5	1 sc	Spanish River Paper & Pulp Co., Ltd., Toronto, Ont.
80,595	Esperanza	"	1876	Buffalo, N.Y., U.S.A.	57 0	18 1	4 8	17	11	6 sc	G. E. Niebergall, Wiarton, Ont.
97,113	Estella	Collingwood	1891	Parry Sound, Ont.	38 0	6 0	3 2	9	6	2 sc	Edwin S. Pratt, Parry Sound, Ont.
112,066	Estelle	Peterborough	1887	New York, U.S.A.	31 0	7 0	3 5	8	6	8 sc	Charles H. Grylls, Lakefield, Ont.
116,387	Estelle	Port Arthur	1874	Watkins, N.Y., U.S.A.	66 0	13 0	7 0	51	35	6 sc	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
103,923	Esturian	Peterborough	1897	Bobcaygeon, Ont.	94 0	19 0	5 5	139	85	38 pa.	The Trent Valley Navigation Co., Bobcaygeon, Ont.
85,527	Esturion	Toronto	1884	"	96 0	17 0	6 2	118	75	31 pa.	" "
92,301	Ethel	Collingwood	1887	Collingwood, Ont.	42 0	10 0	4 4	13	9	8 sc	John Hastie, Sheguindah, Ont.
103,332	Ethel	Montreal	1895	Sorel, Que	64 0	19 2	9 0	72	49	39 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
103,656	Ethel	Winnipeg	1896	Kenora, Ont	39 3	9 4	3 6	10	7	1 sc	The Cameron Islands Mining & Development Co., Ltd., Kenora, Ont.
92,710	Ethel Banning	Winnipeg	1890	Fort Frances, Ont	50 2	13 3	4 9	38	26	3 sc	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
116,737	Ethel Jean,	Halifax	1904	Ship Harbour, N. S.	59 4	13 8	6 5	48	33	16 sc	The Grand River Pulp & Lumber Co., Ltd., Halifax, N. S.
103,677	Ethel May	Toronto	1897	Mortimer's Point, Muskoka, Ont.	46 5	7 0	3 3	13	9	1 sc.	John Fleming, Mortimer's Point, Ont.

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103,898	Ethel Ross.	New Westminster. . .	1897	Kamloops, B.C...	84 0	14 0	4 0	82	52	15 sc . .	Claude R. Doxat, M. O., Ashcroft, B. C.
98,584	Ethelwold...	Montreal.	1890	Belfast, Ireland	208 1	28 1	12 7	956	533	130 sc . .	North American Mail SS. Co., Montreal, Que.
121,755	Ethola...... . . .	Vancouver	1906	Vancouver, B.C.........	41 3	10 0	4 9	16	11	3 sc . .	John M. Atkins, Vancouver, B.C.
112,334	Ethyll Reid. . ..	Collingwood........	1904	Collingwood, Ont........	63 0	13 6	6 6	36	25	10 sc . .	W. A. Clark, Collingwood, Ont.
77,874	Etoile............	Quebec........... .	1879	Sorel, Que........	142 0	25 0	7 4	560	317	120 pa . .	Deschambault & Lotbinière Steamship Co., Quebec, Que.
122,069	Etta	Montreal	1906	Maisonneuve, Que	40 3	10 2	3 9	13	9	4 sc . .	Narcisse E. Picotte, Montreal, Que.
64,154	Etta White.......	Vancouver..........	1871	Freeport, Wash., U.S.A.	93 0	19 6	9 0	97	82	120 sc . .	John Hendry, Vancouver, B.C.
116,367	Eu Jennie	Goderich	1905	Goderich, Ont	52 0	12 0	5 3	22	15	8 sc . .	John Lapointe, Spanish River, Ont.
111,906	Eugenie....	Arichat............	1901	Detroit, Mich., U.S.A ..	35 0	8 0	2 1	5	5	8 sc . .	Frederick Perrin, McNabs Island, N.S.
92,644	Euna............	Wallaceburg...... ..	1878	Mt. Clemens, Mich., U.S.A.	36 0	9 0	4 2	6	4	2 sc . .	D. W. Crowe, Chatham, Ont.
112,054	Euphemia	St. Catharines	1903	Port Dalhousie, Ont.. .	47 0	13 6	6 1	29	20	18 sc . .	William Hand, Port Dalhousie, Ont.
93,940	Eureka.....	Quebec.............	1893	Glasgow, G.B..	94 7	22 0	11 9	170	19	40 sc . .	The Minister of Marine and Fisheries, Ottawa, Ont.
103,581	Eva..............	Chatham, N.B......	1895	Douglastown, N.B......	43 0	12 5	5 0	18	12	3 sc . .	R. Loggie, M.O., Loggieville, N.B.
71,172	Eva..............	Kingston...........	1870	Brockville, Ont.........	33 0	5 9	3 4	12	7	3 sc . .	Geo. Robertson, Kingston, Ont.

85,304	Eva	Montreal	1882	Montreal, Que	42 0	7 7	3 6	6	4	10 sc	Geo. Bothwell, Buckingham, Que.
103,041	Eva	Ottawa	1891 1902	Montebello, Que	55 0	21 7	3 0	21	14	2 pa	Joseph Nadon, Montebello, Que.
83,411	Eva	Port Hope	1881	Bobcaygeon, Ont	72 0	13 5	4 7	34	12	30 sc	Irene Crandell, Lindsay, Ont.
96,991	Eva	Vancouver	1891	New Westminster, B.C.	56 0	13 5	4 6	35	24	3 sc	F. Martinolich, Vancouver, B.C.
94,689	Eva Belle	Collingwood	1890	Midland, Ont	34 0	9 0	3 6	10	7	3 sc	William White, Midland, Ont.
100,652	Eva Belle	Kingston	1892	Kingston, Ont	39 8	7 8	2 7	10	7	6 sc	The Commissioner of Fisheries, Toronto, Ont.
100,552	Eva Boat	Dorchester	1900 1905	Hopewell Cape, N.B	27 9	7 4	3 6	4	3	10 sc	Samuel Dunnville, Hopewell Cape, N.B.
80,606	Eva Johnson	St. John, N.B	1880	Yarmouth, N.S.	42 5	12 0	4 8	16	7	21 sc	A. Fitz Randolph, Fredericton, N.B.
122,154	Evangel	Vancouver	.....	.....	30 0	10 0	3 2	11	8	1 sc	Herbert Ford, Vancouver, B.C.
58,826	Evangeline	Montreal	1869	Cowes, I. of W., G.B	60 6	11 5	5 6	24	16	12 sc	Ch. Sims and Thos. C. Sims, Little Creek, Algoma, Ont.
77,979	Evangeline	Victoria	1881	Victoria, B.C.	45 0	10 5	5 0	14	9	20 sc	Rt. Rev. Bishop of Caledonia, Metlakatla, B.C.
83,216	Evangeline	Windsor, N.S.	1882	Hantsport, N.S.	81 2	16 8	7 5	69	28	50 sc	T. C. Marsters and T. A. Marsters, J. O., Hantsport, N.S.
96,876	Evelyn	Goderich	1893	Goderich, Ont	61 0	13 8	5 3	32	22	10 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
117,161	Evelyn	Windsor, N.S.	1905	Falmouth, N.S.	51 0	12 4	5 4	14	9	9 sc	W. H. McKinlay, Falmouth, N.S.
100,301	Evelyn	Windsor, Ont	1892	Sandwich, Ont	67 5	17 1	9 3	85	46	33 sc	French River Tug Co., Windsor, Ont.
111,888	Evelyne	Peterboro	1906	Lakefield, Ont	30 0	6 8	2 8	4	3	½ sc	J. Blewett, Lakefield, Ont.
97,003	Evelyne Hodgkins	St. Catharines	1888	Thorold, Ont	29 2	7 0	3 6	4	3	5 sc	Freeman Hodgkins, Toronto, Ont.
107,484	Everard	Sault Ste. Marie	1900	Gore Bay, Ont	51 0	13 0	6 0	25	17	12 sc	M. Graham, Kagawong, Ont.
116,453	Evolvo	Vancouver	1903	Vancouver, B.C.	32 5	9 5	4 1	13	9	1 sc	Jos. H. Benoit, Alert Bay, B.C.
92,438	Express	Toronto	1887	Toronto, Ont	35 9	7 3	3 6	4	3	1 sc	John B. Bowerman, Port Perry, Ont.
103,151	F. R. M. & D. Co. No. 1.	Vancouver	1894	Lytton, B.C	133 6	30 0	6 3	715	486	13 pa	Mrs. Rachael M. McFarlane, Vancouver, B.C.
103,639	F. W. Avery	Ottawa	1895	Simcoe, Ont	37 0	16 0	3 6	14	9	20 sc	F. W. Avery, Ottawa, Ont.
113,782	F. W. Roebling	Halifax	1890	Milford, Del., U.S.A.	102 2	22 1	12 7	162	78	40 sc	The Halifax Tow Boat Co., Ltd., Halifax, N.S.

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116,593	F. Dupie	Montreal	1904	Sorel, Que	73 6	20 1	9 9	114	70	54 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
100,852	Fabiola	Quebec	1893	Anse St. Jean, Que	70 2	21 9	8 5	81	55	3 sc	Andrew Nickle, Montreal, Que.
112,276	Fairmount	Montreal	1903	Walsend, G.B	248 6	42 0	20 6	1,895	1,184	230 sc	Montreal Transportation Co., Ltd., Montreal, Que.
71,264	Fairy	Cobourg	1878	Harwood, Ont	52 6	10 1	7 7	23	15	20 sc	F. B. Polson, Toronto, Ont.
80,764	Fairy	Sydney	1881	Quebec, Que	37 1	11 2	5 3	16	9	8 sc	Geo. M. Fraser, Edwardsville, N.S.
88,534	Fairy Queen	Hamilton	1888	Carleton Place, Ont	22 0	5 0	2 5	2	1	3 sc	Andrew Newlands, M.O., Galt, Ont.
71,175	Falcon	Kingston	1874	Kingston, Ont	40 0	8 8	3 1	13	7	8 sc	J. G. Richardson, Brockville, Ont.
111,984	Falcon	Vancouver	1902	Port Moody, B.C	70 7	17 8	7 4	71	48	1 sc	Minister of Marine and Fisheries Ottawa, Ont.
100,700	Falmouth	Windsor, N.S.	1898	New Glasgow, N.S	54 2	15 1	7 3	43	29	17 sc	S. P. Benjamin Co., Ltd., Wolfville, N.S.
100,060	Fanchon	St. John, N.B	1891	Milledgeville, N.B	83 4	21 0	4 7	111	70	33 pa	H. J. Olive, St. John, N.B.
96,943	Fannie	"	1875	Philadelphia, Pa., U.S.A.	55 6	12 5	6 3	34	23	8 sc	J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
85,322	Fanny Arnold	Owen Sound	1882	Owen Sound, Ont	89 0	18 0	9 0	73	50	75 sc	Spanish River Co., Spanish River, Ont.
121,711	Farragut	Vancouver		Tacoma, Wash., U.S.A	27 5	7 1	2 7	8	5	3 sc	The Tacoma Steel Company (Incorp.), Vananda, B.C.
111,941	Favorite	New Westminster	1901	New Westminster, B.C.	100 0	20 0	3 8	257	162	9 sc	G. Harvey, M.O., New Westminster, B.C.

71,243	Favorite	Toronto	1874	Buffalo, N.Y., U.S.A.	67 5	14 0	6 9	51	24	70 sc	John Grey, North Sydney, N.S.
121,760	Favorite	Vancouver	1881	Chinook, Ore., U.S.A.	40 0	11 3	5 7	25	17	2 sc	Andolph Pereroson and Theodore Brynelsen, Vancouver, B.C.
103,308	Fawn	New Westminster	1896	Kamloops, B.C.	62 0	11 0	4 0	33	22	— sc.	Mrs. Amelia C. Ward, Kamloops, B.C.
116,863	Fay	Ottawa	1904	Ottawa, Ont.	37 0	9 0	3 0	7	6	6 sc	E. T. Edwards, *et al.*, Ottawa, Ont.
107,247	Fearless	New Westminster	1898	New Westminster, B.C.	64 0	15 0	6 5	53	36	13½ sc	Jos. Meyer, M.O., New Westminster B.C.
92,422	Fearless	Prescott	1886	Iroquois, Ont.	56 0	12 0	5 0	46	32	10 sc	Mrs. Sarah M. Carman, Iroquois, Ont.
100,466	Fearless	Quebec	1893	Quebec, Que	35 8	8 5	4 1	10	7	7 sc	Jas. King, Quebec, Que.
122,221	Ferdinand	Montreal	1905	St. Antoine, Que	87 0	17 6	5 4	76	48	28 sc	Ferdinand Fecteau, St. Antoine, Que.
107,504	Fern	Quebec	1895	Quebec, Que	22 2	5 5	1 8	2	1	1½ sc	T. Magnan, Ste. Thècle, Que.
111,983	Fern	Vancouver	1902	Vancouver, B.C.	47 4	11 6	4 5	24	17	3½ sc	The United Supply & Contracting Co., Ltd., Victoria, B.C.
112.292	Fern	Winnipeg	1902	Winnipeg, Man.	49 0	9 5	5 5	16	12	12 sc	Stephen Sigurdsson, Hnausa, Man.
107,174	Fida	Port Arthur	......	Collingwood, Ont	24 0	6 5	2 4	2	2	1 sc	Ben. Almos, Jack Fish, Ont.
103,644	Fidelia	Toronto	1897	Kingston, Ont.	38 9	7 6	4 1	9	6	5 sc	A. W. Blackford, Toronto, Ont.
77,591	Filgate	Montreal	1879	Montreal, Que.	158 0	25 4	7 8	425	237	100 pa.	The Montreal & Cornwall Navigation Co., Ltd., Cornwall, Ont.
103,152	Fingal	Vancouver	1895	Vancouver, B.C.	85 0	19 1	6 5	91	60	3 sc	Coast Steamship Co., Ltd., Vancouver, B.C.
90,724	Fire Fly	Halifax	1886	Chatham, N.B.	22 5	5 0	2 5	1	1	1 sc	Wm. Marshall Black, Halifax, N.S.
33,438	Fire Fly	Montreal	1844 1855	Montreal, Que	108 3	17 9	6 2	214	130	— pa.	Richelieu & Ontario Nav., Co., Montreal, Que.
111,593	Fire Fly	New Westminster	1901	New Westminster, B.C.	56 0	17 0	4 5	46	29	4 pa.	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
121,776	Fire King	Winnipeg	1906	Winnipeg, Man.	96 0	19 0	5 0	102	69	4 pa.	Manitoba Sand & Dredging Co., Ltd., Winnipeg, Man.
100,133	Fisherman	"	1892	Selkirk, Man	66 5	15 4	5 4	44	30	5 sc	Northwest Navigation Co., Ltd., Winnipeg, Man.
112,080	Five Roses	Kenora	1902	Kenora, Ont.	54 5	12 0	4 0	43	29	2 sc	Lake of the Woods Milling Co., Ltd., Keewatin, Ont.
107,326	Flash	Halifax	1898	Charlottetown, P.E.I.	38 0	8 4	3 8	8	5	8 sc	Wm. Beazley, Halifax, N.S.
107,817	Flash	Peterborough	1899 1903	Peterborough, Ont. Lakefield, Ont.	34 0	6 4	2 5	6	4	2 sc	Mrs. Margaret Breeze, Peterborough, Ont.
116,727	Fleada	St. John, N.B	1905	St. John, N.B	35 8	7 4	3 7	6	4	1 sc	J. D. Purdy, St. John, N.B.
121,961	Fleetwing	Kingston	1905	Gananoque, Ont	30 6	9 8	2 4	7	5	1 sc	Wm. McMaster, Amherst Is., Ont.

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111,450	Fleure de Mai	Ottawa	1891	Sturgeon Falls, Ont.....	34 0	8 0	3 5	7	6	8 sc ..	Isaac Laroeque, Sturgeon Falls, Ont.
72,561	Flight.	Kingston	1875	Portsmouth, Ont......	57 0	12 0	10 8	37	27	8 sc ..	C. Jones, Brockville, Ont.
100,417	Flora.............	Ottawa	1892	Pembroke, Ont	42 5	8 3	3 4	5	4	12 sc ..	W. J. Poupore, Ottawa, Ont.
88,309	Florence..........	Amherstburg.	1885	Lévis, Que........	91 0	19 8	9 0	113	30	54 sc ..	J. Hackett, *et al.*, Amherstburg, Ont.
103,811	Florence..........	Belleville	1894	Napanee, Ont.	28 3	7 9	3 2	3	2	5 sc ..	John Milling, Fredericksburg, Ont.
103,770	Florence....	Chatham, N.B......	1896	Newcastle, N.B.,.......	47 5	10 1	4 6	19	13	6 sc ..	A. E. Alexander, Campbellton, N.B.
121,826	Florence..	Montreal..	1905	Verdun, Que............	35 3	6 0	2 8	3	2	3 sc ..	R. C. Smith, K.C., Montreal, Que.
83,072	Florence..........	Ottawa.......	1881	Rockland, Ont.........	81 0	18 3	7 0	62	24	34 sc ..	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,427	Florence..........	"	1889	Snyder Depot, Ont......	74 5	21 4	5 0	40	32	45 pa..	Canada Lumber Co., Carleton Place, Ont.
112,361	Florence...... ...	Port Hope....	1901	Brighton, Ont	48 0	9 0	3 2	7	5	1 sc ..	E. P. Ainsworth, Brighton, Ont.
85,453	Florence..........	Quebec.....	1883	Quebec, Que............	91 2	22 8	9 5	133	90	25 sc ..	Eugene Lamontagne, Quebec, Que.
103,143	Florence..........	"	1892	Three Rivers, Que	51 6	10 8	4 1	18	12	5 sc ..	William Ritchie, Three Rivers, Que.
85,529	Florence..........	Toronto...	1884	Huntsville, Ont.........	54 0	10 1	3 0	27	18	3 sc ..	Lorenzo McKenny, Huntsville, Ont.
92,725	Florence..........	"	1886	Schomberg, Ont.........	36 3	6 2	3 6	3	2	4 sc ..	Charles Elliott, Bradford, Ont.

97,163	Florence	Victoria	1891	Victoria, B.C	51 0	14 2	5 9	30	18	3 sc	C. F. Todd, M.O., Victoria, B.C.
103,905	Florence	"	1886	Point Blakely, U.S.A	35 3	10 4	4 4	9	6	1 sc	M. Ferguson, Nanaimo, B.C.
90,785	Florence	"	1886	Victoria, B.C	64 0	18 5	4 2	59	40	5 sc	H. M. Dumbleton, Victoria, B.C.
111,975	Florence Carlin	"	1906	Knalt, B.C.	97 5	20 4	4 6	143	90	9 pa	The Columbia River Lumber Co., Ltd., Golden, B.C.
94,770	Florence M	Owen Sound	1897	Owen Sound, Ont.	44 0	7 2	3 5	8	6	2 sc	J. McDonald, Sault Ste. Marie, Ont.
111,920	Florence Main	Toronto	1901	Mortimer's Point, Ont.	82 4	13 2	5 0	79	52	13 sc	C. O. Shaw, Huntsville, Ont.
107,894	Florida	Montreal	1900	St. Thomas de Pierreville, Que.	100 0	18 7	5 8	201	128	5 sc	Irénée Yergeau and Ida Niquette, J.O., Notre Dame de Pierreville, Que.
100,034	Florissant	Toronto	1891	Toronto, Ont.	30 0	6 0	3 0	3	2	3 sc	C. Elford, Toronto, Ont.
116,440	Flosie	Vancouver	1903	Vancouver, B.C	30 0	8 4	3 4	5	2	2 sc	Geo. A. Graham, Denman Island, B.C.
90,751	Flushing	St. John, N.B	1882	Athens, N.Y., U.S.A	115 9	24 0	8 2	178	73	61 sc	Parker Glasier, Lincoln, Sunbury Co., N.B.
121,978	Flutterby	Victoria	1906	Victoria, B.C	20 0	5 4	3 0	2	2	2 sc	Arthur E. C. Lane, Duncans, B.C.
107,712	Flyer	New Westminster	1899	Vancouver. B.C	65 6	14 3	6 9	48	32	14 sc	Geo. E. Gilley, New Westminster, B.C.
103,674	Flyer	Toronto	1892	Kingston, Ont	39 2	6 4	2 8	4	3	3 sc	John Rogers, Port Sandfield, Ont,
116,455	Flying Cloud	Vancouver	1903	Vancouver, B.C.	36 4	10 1	4 7	16	11	1 sc	Charles McFarlane, Denman Island, B.C.
107,207	Flying Clond	Winnipeg	1897	Selkirk, Man	32 0	9 8	3 0	6	4	8 sc	M. Ewing, *et al.*, Selkirk, Man.
112,028	Foam	Quebec	1900	Quebec, Que	42 6	10 8	4 3	16	7	3 sc	John S. Thom, Quebec, Que.
116,412	Forager	Victoria	1904	Victoria, B.C	84 0	18 8	6 6	90	57	13 sc	Butler Freighting & Towing Co., Ltd., Victoria, B.C.
122,167	Forest Queen	Vancouver	1906	Vancouver, B.C	50 5	11 7	6 0	35	24	6 sc	Neil A. McKinnon, Vancouver, B.C.
107,178	Forester	Port Arthur	1899	Port Arthur, Ont.	32 0	7 8	3 0	5	3	1 sc	Thomas R. Woodside, Port Arthur, Ont.
92,344	Forrest	Quebec	1887	Chicoutimi, Que	58 0	11 1	7 0	26	18	15 sc	B. J. Kaine, Ha! Ha! Bay, Que.
90,772	Forrester	Windsor, Ont.	1885	Windsor, Ont	30 8	7 6	2 5	3	2	6 sc	J. Flintoft, Sarnia, Ont.
103,225	4 Macks	Ottawa	1889	Kingston, Ont	25 0	4 8	2 4	1	1	3 sc	J. C. McNie, *et al.*, Carleton Place, Ont.
121,750	Four Winds	Vancouver	1906	Vancouver, B.C	26 0	9 7	5 8	8	5	1 sc	James E. Macrae, Vancouver, B.C.
.....	Frances	Kingston	1864	Bedford Mills, Ont.	55 2	11 4	7 6	47	24	....	T. H. Kirby, Ottawa, Ont.
80,715	Frances	Paspebiac	1885	Oak Bay, Que.	58 0	20 0	4 0	19	8	5 pa	J. H. Taylor, Campbellton, N.B.

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107,895	Frank	Montreal	1900	Cardinal, Ont.	40 0	10 0	3 2	16	3	25 sc	The Gilbert Bros. Engineering Co., Ltd., Montreal, Que.
92,337	Frank	Quebec	1886	St. Leon, Que.	65 0	16 6	4 4	58	39	30 sc	Mrs. Eliza A. Stanton, St. Leon, Que.
103,651	Frank Burton	Winnipeg	1896	Selkirk, Man	65 0	15 0	7 8	62	35	13 sc	Northwest Navigation Co., Limited, Selkirk, Man.
116,386	Frank C. Barnes	Port Arthur	1892	Manistee, Mich., U.S.A.	66 0	16 0	8 0	63	43	10 sc	Thunder Bay Contracting Co., Ltd., Port Arthur, Ont.
80,649	Frank C. Batt	Charlottetown	1883	Yarmouth, N S.	59 5	13 6	5 9	33	16	30 sc	Joseph Read, Summerside, P. E. I.
107,192	Frank G. McAulay	Southampton.	1898	Southampton, Ont	67 6	15 8	7 3	43	29	60 sc	D. McAulay, Southampton, Ont.
83,390	Frank Jackman	Toronto	1882	Oakville, Ont.	65 0	15 5	6 6	39	26	75 sc	Wm. J. Finn, Montreal, Que., and Solomon Thompson, Toronto, Ont., J.O.
117,079	Frank L.	"	1905	Parry Sound, Ont.	68 7	14 0	6 6	46	31	10 sc	Wm. H. Oldfield, Parry Sound, Ont.
112,083	Frank Marshall	Kenora	1903	Kenora, Ont	52 0	12 5	5 5	30	20	— sc	Frank Marshall, Kenora, Ont.
70,287	Frank Perew	Montreal	1867	Buffalo, N.Y., U.S.A.	72 6	16 6	6 7	43	24	110 sc	Minister of Railways and Canals, Ottawa, Ont.
92,648	Frankie	Wallaceburg	1888	Wallaceburg, Ont.	41 5	9 8	3 1	24	16	1 sc	John Lee, Wallaceburg, Ont.
116,223	Frankie H.	Quebec	1903	Quebec, Que	45 0	11 1	4 6	17	8	20 sc	Michael J. Hackett, Quebec, Que.
103,159	Fraser	Vancouver	1896	Vancouver, B. C.	67 2	12 4	4 8	36	25	6 sc	Wm. Hickey, Vancouver, B.C.

116,715	Fraserville	Quebec	1904	Port Glasgow, G.B.	60 0	15 3	7 4	51	35	16 sc	D. Fraser, D. Fraser, Jr., Fredericton, N.B., and A. Fraser, Cabano, Que., J.O.
107,415	Fred	Montreal	1899	Montreal, Que.	48 4	12 1	5 9	24	16	17 sc	Sincennes McNaughton Line, Ltd. Montreal, Que.
94,688	Fred A. Hodgson	Collingwood	1890	Collingwood, Ont.	83 8	16 9	6 8	63	43	6 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
92,302	Fred Davidson	"	1887	Penetanguishene, Ont.	62 0	14 7	6 9	43	29	10 sc	Chas. L. D. Sims, Little Current, Ont.
103,260	Fred Glasier	St. John, N.B.	1896	Lincoln, N.B.	37 9	8 8	4 1	10	7	6 sc	Parker Glasier, Lincoln, Sunbury Co., N.B.
....	Fred. Hotchkiss	Toronto	1870	Collingwood, Ont.	48 6	8 6	5 0	18	13	....	Muskoka Mill & Lumber Co., Toronto, Ont.
111,791	Fred. L.M. Paint	Port Hawkesbury	1902	Port Hawkesbury, N.S.	68 0	17 9	8 9	88	39	24 sc	W. H. Paint, Port Hawkesbury, N.S.
92,478	Fred. M. Batt	Charlottetown	1888	Mt. Stewart, P.E.I.	67 5	18 0	7 7	60	38	14 sc	The Island Tug Co., Ltd., Charlottetown, P.E.I.
103,699	Freddie	Sault Ste. Marie	1897	Richard's Landing, Ont.	28 0	7 6	3 4	5	3	— sc	F. V. Rodgers, Richard's Landing, Ont.
122,080	Freddie Adams	Toronto	1906	Parry Sound, Ont.	40 0	8 7	5 0	16	11	1 sc	George Enoch Adams, Parry Sound, Ont.
80,621	Freddie V	Yarmouth	1881	Yarmouth, N.S.	61 0	13 2	5 6	27	13	40 sc	Hugh Cann, Yarmouth, N.S.
112,301	Frederick	Winnipeg	1904	Selkirk, Man.	63 8	15 0	6 4	36	27	10 sc	The Northwest Navigation Co., Ltd., Selkirk, Man.
103,773	Frederick A.	Chatham, N.B.	1896	Pictou, N.S.	57 0	14 3	5 8	31	21	16 sc	Chas. D. Wasson, M.O., St. John, N.B.
100,584	Frolic	Montreal	1890	Montreal, Que.	47 0	9 2	5 8	16	10	2 sc	Octave Maussette, Grand Mere, Que.
111,767	Frontenac	Kingston	1901	Garden Island, Ont.	89 0	21 8	7 8	111	64	75 sc	The Calvin Co., Ltd., Garden Island, Ont.
121,782	Frontenac	Ottawa	1903	Westmeath, Ont.	34 4	9 4	3 6	11	7	⅝ sc	Wm. J. A. Fraser, Ottawa, Ont.
107,668	Frontenac	Quebec	1899	Lévis, Que.	119 6	28 1	9 6	304	206	48 sc	La Compagnie Maritime et Industrielle de Lévis, Lévis, Que.
103,882	G. B. Greene	Ottawa	1896	Quyon, Que.	142 4	44 8	8 0	255	218	125 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
116,647	G. B. Pattee II	"	1904	"	61 5	14 7	6 1	51	38	4 sc	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
66,912	G. D. Hunter	St. John, N.B.	1873	Portland, N.B.	72 0	18 5	8 1	68	13	46 sc	A. B. Ruddock, St. John, N.B.
85,291	G. H. Notter	Ottawa	1881	Buffalo, N.Y., U.S.A.	42 0	11 0	6 0	14	9	20 sc	George Dansereau, Grenville, Que.
103,269	G. K. King	St. John, N.B.	1897	Gondola Point, N.B.	57 2	15 1	6 4	45	31	15 sc	A. B. and W. S. Ruddock, St. John, N.B.

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92,288	G. P. McIntosh...	Owen Sound........	1888	Meaford, Ont..........	78 0	16 0	7 3	58	40	60 sc..	Dominion Fish Co., Ltd., Winnipeg, Man.
103,570	Gadabout.........	Montreal...........	1895	New York, N.Y., U.S.A.	30 6	6 8	2 6	3	2	1 sc..	C. R. Hosmer, Montreal, Que.
107,409	Gadfly......	"	1898	Jersey City, N.J., U.S.A.	27 2	7 2	2 4	2	2	1 sc..	James Bryce Allan, Montreal, Que.
107,206	Galatia...... ...	Winnipeg.	1898	Wabigoon, Ont...	60 0	12 5	3 8	46	30	6 sc..	L. R. Johnstone, Wabigoon, Ont.
112,079	Gale.............	Kenora.............	.. ..	....	22 0	5 5	3 0	3	1	1 sc..	Foley Mines Co., Ltd., Mine Centre, Ont.
96,983	Galena	New Westminster...	1888	Kootenay River, U.S.A.	79 8	16 0	5 0	73	50	3 sc..	M. T. Johnston, Victoria, B.C.
83,130	Gambinus........	Halifax.	1881	Halifax, N.S...........	48 0	15 2	5 5	28	19	20 sc..	Halifax Breweries Co., Ltd., London, Eng.
121,763	Ganges...........	Vancouver..........	1905	Vancouver, B.C....	47 5	11 1	5 1	22	15	2 sc..	J. J. Malcolm and Percy Purvis, J.O., Ganges, B.C.
100,035	Garden City......	Toronto............	1892	Toronto, Ont.	177 9	26 1	10 0	637	401	150 pa..	The Niagara, St. Catharines & Toronto Nav., Co., Ltd., Toronto, Ont.
96,903	Garnet.	Kingston...........	1889	Kingston, Ont.........	53 0	11 6	4 5	19	12	9 sc..	James P. MacDonald, Missasaga Island, Ont.
77,904	Garnet......	Montreal....	1885	Valleyfield, Que........	124 7	21 6	7 1	152	96	30 pa..	The Montreal & Cornwall Navigation Co., Ltd., Cornwall, Ont.
112,270	Garnet...........	"	1903	Cornwall, Ont..........	140 0	21 7	6 8	385	195	30 pa..	The Montreal Nav. Co., Ltd., Cornwall, Ont.
70,228	Gaspesian	Quebec.............	1874	Wallsend-on-Tyne, G.B.	160 8	27 1	11 3	490	287	70 sc..	François Bouchard, *et al.*, Quebec, Que.
121,762	Gaseka..........	Vancouver..........	1906	Vancouver, B.C.........	34 2	13 5	4 9	19	13	1 sc..	Arthur G. Thynne, Vancouver, B.C.

107,710	Geisha	Toronto	1900	Toronto, Ont	50 9	10 0	4 2	20	13	1 sc	John Hendry, Toronto, Ont.
121,749	Geisha	Vancouver	......	Hong Kong, China	20 0	5 5	3 0	2	1	½ sc	Geo. Giles, Wm. Thompson and David Harkness, Vancouver, B.C.
100,546	Gem	Digby	1896	Westport, N.S	32 0	6 5	4 6	5	2	6 sc	John E. Moore, Westport, N.S.
103,684	Gem	Toronto	1897	Port Sydney, Ont.	51 4	10 0	4 0	27	18	3 sc	A. S. Smith, Stephenson Township, Muskoka, Ont.
96,985	Gemini	New Westminster	1891	New Westminister, B.C.	49 0	7 6	3 8	8	6	3 sc	James A. Clarke, New Westminster, B.C.
107,482	Genl. Weitzel	Sault Ste. Marie	1881	Buffalo, N.Y., U.S.A.	57 0	12 0	5 9	32	24	5 sc	W. H. Plummer, Sault Ste. Marie, Ont.
85,526	General Wolseley	Toronto	1884	Oakville, Ont.	103 0	20 2	6 1	123	70	65 pa	John Nisbet, M. O., Owen Sound, Ont.
116,966	Geneva	St. Andrews	1904	Belfast, Me., U.S.A.	42 6	11 8	4 0	14	6	15 sc	G. C. Pendleton and G. D. Grimmer, West Isles, N.B.
117,071	Geneva	Toronto	1905	Orillia, Ont.	80 7	16 3	5 3	92	58	10 sc	William Thomson, Orillia, Ont.
85,353	Geo. A. Harris	Ottawa	1882	Hull, Que	90 0	18 8	7 2	87	56	100 sc	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,335	George A. R.	Yarmouth	1900	U.S.A.	16 0	4 0	2 4	1	1	2 sc	George H. Robertson, Pubnico, N.S.
121,821	George Crete	Montreal	1905	Grandes Piles, Que	54 0	10 9	2 6	17	10	1 sc	George Crete, Grandes Piles, Que.
75,644	George Douglas	St. Catharines	1880	Thorold, Ont	56 6	14 6	6 3	42	18	75 sc	James Cannan, Owen Sound, Ont.
116,411	Geo. F. Piper	Victoria	1904	Nakusp, B.C.	78 0	16 0	6 2	70	48	16 sc	Empire Lumber Co., Ltd., Revelstoke, B.C.
121,810	George L.	Digby	1906	Shelburne, N.S.	67 0	17 6	7 4	61	42	13 sc	Albert J. Lutz, Moncton, N.B.
71,218	George Maytham	Sarnia	1870	Buffalo, N.Y., U.S.A.	53 6	15 7	7 8	40	27	50 sc	D. B. McCrae, Meldrum Bay, Ont.
96,879	George Swand	Goderich	1894	Kincardine, Ont.	48 1	13 2	4 6	18	12	26 sc	Thomas McGaw, Kincardine, Ont.
111,809	Geo. W. Cuyler	Sault Ste. Marie	1880	West Bay City, Mich., U.S.A.	64 0	14 6	5 4	56	38	— sc	B. H. Turner, Little Current, Ont.
116,931	Georgia	Ottawa	1900	Victoria, B.C.	60 0	11 3	5 0	34	23	12 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
100,302	Georgia	Windsor, Ont.	1885	Sangatuck, Mich., U.S.A.	43 0	12 6	5 5	28	19	15 sc	John Sullivan, Little Current, Ont.
80,596	Georgian	Toronto	1864	Georgian Bay, Ont.	130 0	21 8	11 5	377	227	75 sc	The Canadian Pacific Ry. Co., Montreal, Que.
92,617	Georgina	Port Arthur	1893	Port Arthur, Ont.	74 0	14 8	7 0	44	30	25 sc	Samuel Forrest, Fort William, Ont.
97,120	Geraldine	Collingwood	1893	Parry Sound, Ont.	66 0	14 4	6 8	65	45	6 sc	J. Galna, M.O., Parry Sound, Ont.
107,164	Germanic	Collingwood	1899	Collingwood, Ont.	184 0	32 0	12 1	1,014	676	63 sc	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
69,636	Gertie	Montreal	1873 1900	Buffalo, N.Y., U.S.A. Lachine, Que	51 6	12 3	7 3	21	14	4 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.

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116,377	Gertie	Port Arthur	1903	Fort William, Ont	58 0	17 0	4 5	53	37	2 sc	Samuel Forrest, Fort William, Ont.
107,696	Gertie C	Toronto	1899	Fesserton, Ont	47 0	10 5	4 6	15	10	3 sc	The North Bruce Lumber Co., Ltd., Toronto, Ont.
100,045	Gertrude	Brockville	1895	Brockville, Ont	27 2	6 1	3 2	3	1	4 sc	P. F. Nolan, Brockville, Ont.
90,573	Gertrude	Toronto	1886	Toronto, Ont	75 0	16 4	6 2	76	51	5 sc	The Toronto Ferry Co. Ltd., Toronto, Ont.
121,737	Gertrude	Vancouver	1906	Vancouver, B.C	25 9	6 6	2 5	3	2	½ sc	James E. Macrae, Vancouver, B.C.
85,420	Gertrude A. Ranney.	St. Catharines	1883	Port Colborne, Ont	42 1	10 1	4 8	14	9	12 sc	Noble Bros. Co., Ltd., Owen Sound, Ont.
103,715	Gertrude M	Barrington	1898	Liverpool, N.S.	70 0	17 0	7 5	48	25	17 sc	James C. McGray, Cape Island, N. S.
112,337	Geyser	Collingwood	1889	West Bay City, Mich., U. S. A.	60 0	16 2	8 0	47	32	17 sc	C. S. Boone, Toronto, Ont.
116,462	Gi-Kenni	Vancouver	1903	Vancouver, B.C	35 4	9 0	3 9	14	9	2 sc	The Superintendent General of Indian Affairs, Ottawa, Ont.
85,712	Gilbert	Prescott	1884	Cardinal, Ont	72 0	19 0	5 5	41	28	35 sc	Gilbert Bros., Engineering Co., Ltd., Montreal, Que.
85,370	Gilphie	Ottawa	1884	Lockeport, N.S.	75 0	11 6	11 0	19	18	75 sc	A. F. Bowman, Southampton, Ont.
85,677	Gipsy	New Westminster	1884	New Westminster, B.C.	48 0	12 0	3 0	50	31	20 pa.	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
69,429	Gipsy	Pictou, N.S	1874	Yarmouth, N.S.	42 7	12 0	5 0	17	11	20 sc	Hugh McDonald, Sydney, N.S.
122,074	Gipsy	Toronto	1906	Toronto, Ont	51 8	12 5	4 4	35	24	2 sc	Frederick W. Hendry, Toronto, Ont., and Frank S. Buckenden, New Liskeard, Ont., J,O.

103,295	Gipsy	Vancouver	1893	Seattle, Wash., U.S.A.	32 0	9 0	3 1	10	7	1 sc	Thomas Morrison, Vancouver, B.C.
90,536	Glacial	Montreal	1885	Sorel, Que.	103 2	24 0	7 8	109	74	38 sc	The Corporation of the City of Three Rivers, Que.
111,929	Glad Tidings	Toronto	1902	Orillia, Ont.	42 0	10 0	4 0	10	7	2 sc	Thos. W. Wood, Orillia. Ont.
61,393	Gladiator	Sydney	1864	Brooklyn, N.Y., U.S.A.	74 0	18 0	8 0	70	37	150 sc	J. W. Gordon, North Sydney, N.S.
121,765	Gladys	Vancouver	....	Vancouver, B.C.	28 7	7 4	3 2	10	7	½ sc	William A. Clark, Vancouver, B.C.
107,722	Gladys	Vancouver	1899	Jersey City, N.J., U.S.A.	45 4	10 0	3 9	9	6	15 sc	Controller Northwest Mounted Police, Ottawa, Ont.
107,526	Gleaner	Victoria	1899	Lake Bennett, B.C.	115 0	24 6	5 5	241	149	5 pa.	John Irving Navigation Co., Ltd., Victoria, B. C.
111,982	Glen Rosa	Vancouver	1902	Vancouver, B.C.	45 3	10 6	4 6	18	12	2 sc	Wallace Bros. Packing Co., Ltd., Vancouver, B. C.
122,067	Glen Villa	Montreal	1906	Chatham, Ont	36 1	8 1	3 2	8	5	2 sc	Geo. Albert LeBaron, North Hatley, Que.
116,768	Glenada	Toronto	1904	Magnetawan, Ont.	69 0	12 4	4 3	65	44	2 sc	Arthur Walton, Magnetawan, Ont.
100,006	Glencoe	Annapolis Royal	1891	Granville, N.S.	52 0	19 0	4 0	3	225	3½ sc	W. H. Weatherspoon, Granville, N.S.
112,205	Glenellah	Hamilton	1905	Dundee, G.B.	250 0	43 2	23 5	2,272	1,454	145 sc	Union Steamship Co., Ltd., Hamilton, Ont.
90,537	Glengarry	Montreal	1872 1886	St. Catharines, Ont. Kingston, Ont	170 0	26 0	11 2	732	438	300 sc	Adolf Lomer, Montreal, Que.
107,941	Glenora	St. Catharines	1900	Fort Erie, Ont	45 3	10 4	4 1	17	10	12 sc	H. W. Saxton, Bayham, Ont.
100,028	Glenrosa	Toronto	1891	Magnetawan, Ont.	66 5	13 5	4 3	63	43	2 sc	Arthur Walton, Magnetawan, Ont.
....	Glide	Kingston	1866	Brockville, Ont.	74 2	13 2	8 1	78	37	......	Montreal Transportation Co., Ltd., Montreal, Que.
85,368	Glide	Ottawa	1884	Ottawa, Ont	72 6	18 8	6 4	80	59	60 sc	Wm. Lawlor, Hawkesbury, Ont.
107,483	Glyn	Sault Ste. Marie	1900	Richard's Landing, Ont.	47 0	11 5	6 0	20	12	27 sc	S. Shipman, Richard's Landing, Ont.
71,248	Golden City	Toronto	1873	Buffalo, N.Y., U.S.A.	57 6	12 3	5 7	35	26	60 sc	Jas. W. McCoppin, Port Colborne, Ont.
75,819	Goliah	Halifax	1863	Philadelphia, Pa., U.S.A.	88 4	18 4	14 7	147	100	200 sc	J. McFatridge, jr., Halifax, N.S.
117,160	Goliath	New Westminster	1887	Victoria, B.C	100 0	28 0	4 5	312	197	9 pa.	Walter R. Gilley, New Westminster, B.C,
116,457	Golliwog	Vancouver	1903	Vancouver, B.C.	25 0	9 0	4 2	6	4	1 sc	Chester B. Macneil, Vancouver, B.C.
121,916	Gorden	Kenora	1904	Fort Frances, Ont.	28 0	6 5	3 5	7	5	½ sc	James Harty, Fort Frances, Ont.
94,716	Gordon Brown	Port Stanley	1901	Port Stanley, Ont.	69 1	12 2	5 1	33	22	13 sc	A. C. Brown, Port Stanley, Ont.
88,625	Gordon Gauthier	Windsor, Ont.	1884	Wallaceburg, Ont.	52 7	13 9	6 4	26	18	24 sc	Dominion Fish Co., Ltd., Winnipeg, Man.

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88,628	Gordon Jerry. ...	Windsor, Ont.... ...	1884	River Roscom, Ont.....	102 0	24 7	6 1	124	84	6½ sc ..	S. W. Marchment, Toronto, Ont.
100,149	Gordon M........	Winnipeg..........	1895	Keewatin, Ont..........	30 0	6 5	2 4	3	2	1 sc ..	Henry W. Mackey, Keewatin, Ont.
100,499	Gorge......... ..	Victoria.......	1892	Victoria, B.C..........	29 2	7 1	3 3	3	2	5 sc ..	James L. Raymur, Victoria, B.C.
107,944	Gosseon	St. Catharines	1888	Detroit, Mich., U.S.A ..	38 6	10 2	3 2	15	10	6 sc ..	Michael J. Hogan, Quebec, Que.
94,719	Governor Morton..	Port Stanley........	1893	Chicago, Ill., U.S.A	48 0	10 4	4 4	12	7	7 sc ..	C. A. Stanton and P. A. Courtenay, J.O., Port Stanley, Ont.
116,714	Grace	Quebec	1899	Quebec, Que......	29 3	7 6	3 2	4	4	1 sc ..	Robert Rowley, Lake Edward, Que.
85,498	Grace Darling	Collingwood......	1886 1897	Collingwood, Ont.....	50 0	13 7	5 6	28	19	25 sc ..	A. J. Shaw, Parry Sound, Ont.
111,918	Grace Holland....	Toronto	1901	Peterborough, Ont	27 0	6 0	2 0	3	2	— sc ..	Wm. E. Bigwood, Toronto, Ont.
121,703	Grace M..........	"	1905	Gravenhurst, Ont........	68 5	14 0	5 1	61	27	10 sc ..	C. Mickle, Gravenhurst, Ont., N. Dyment and S. Dyment, Barrie, Ont., J.O.
116,366	Gracie....	Goderich	1904	Goderich, Ont.	72 5	15 1	6 8	41	28	13 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
103,880	Gracie..	Montreal...........	1894	Lachine, Que..........	42 1	9 0	3 1	11	7	1 pa .	Robert Smith, Cornwall, Ont.
116,696	Gracie B.	Kenora............	1904	Keewatin, Ont.	41 0	9 0	5 0	20	13	1 sc ..	Camp Bay Gold Mining Co., Ltd., Kenora, Ont.
107,213	Grahame	Winnipeg.	1896	FortChippewyan,N.W.T	140 0	24 0	4 6	360	233	10 pa..	The Hudson's Bay Co., London, Eng.
121,823	Grandes Piles.....	Montreal.......	1904	Grandes Piles, Que .. .	59 4	11 7	2 2	18	9	2 pa..	Adelard Mongrain, St. Severin, Que.

116,653	Granville	Yarmouth	1901	Shelburne, N.S.	97 0	21 6	9 0	134	49	30 sc	Valley Steamship Co., Ltd., Granville Ferry, N. S.
112,172	Gravenhurst	Toronto	1902	Muskoka, Ont	52 0	10 6	4 5	29	20	2 sc	Peter Campbell, Muskoka, Ont.
111,846	Gray Loggie	Chatham, N.B.	1901	Loggieville, N.B.	77 2	25 3	7 4	99	67	12 sc	Robert Loggie, M.O., Loggieville, N. B.
80,576	Great Western	Windsor, Ont.	1866	Windsor, Ont.	220 0	40 2	13 0	1080	662	700 pa.	Grand Trunk Railway Co., Montreal, Que.
116,382	Grebe	Port Arthur	1904	Sarnia, Ont	38 0	9 0	4 0	9	6	3 sc	John Scagel, Port Arthur, Ont.
107,936	Greenwood	Vancouver	1900	New Westminster, B.C.	44 0	12 4	3 6	23	16	2 sc	Richard E. Gosse, Vancouver, B.C.
85,711	Grenada	Prescott	1883	Prescott, Ont.	80 0	15 3	4 0	57	43	35 sc	Alex. Smallman, Dundee, Que.
112,241	Greta	Vancouver	1902	Vancouver, B.C.	22 0	7 3	2 3	2	1	1½ sc	S. Maddison, Vancouver, B.C.
112,091	Grilse	Lunenburg	1902	Mahone Bay, N.S.	109 2	25 6	11 8	126	81	85 sc	Jos. Holloway, Glen Cove, N.Y., U.S.A.
92,410	Grip	Chatham, N.B	1887	Chatham, N.B.	37 8	7 5	4 2	7	5	6 sc	Mrs. Annie Adams, Chatham, N.B.
97,071	Gulnare	Ottawa	1893	Scotstoun, Glasgow, G.B.	137 0	20 5	13 6	262	106	64 sc	Minister of Marine and Fisheries, Ottawa, Ont.
100,805	Gwendoline	Victoria	1893	Golden, B.C.	63 5	19 0	3 2	91	57	4 pa.	Upper Columbia Navigation & Tramway Co., Ltd., Golden B.C.
111,584	Gypsie	Peterborough	1899	Peterborough, Ont.	25 8	6 0	2 8	3	2	2 sc	Dixon Best, Peterborough, Ont.
112,180	Gypsy	Toronto	1902	Toronto, Ont.	39 0	8 0	3 0	11	8	3 sc	The Collins Inlet Lumber Co., Ltd., Toronto, Ont.
117,120	Gypsy	Vancouver	1905	Vancouver, B.C.	46 2	12 5	5 3	27	18	5 sc	The B.C. Mills Timber & Trading Co., Vancouver, B.C.
121,733	Gypsy	"	1905	"	18 0	5 0	2 2	1	1	½ sc	William J. Taafe, Vancouver, B.C.
75,686	H. C. Curtis	Prescott	1878	Quebec, Que.	52 4	13 8	5 6	36	25	40 sc	W. H. Davis, Ottawa, Ont.
......	H. F. Bronson	Montreal	1870	Montreal, Que.	91 8	18 0	7 1	137	70	....	Montreal Transportation Co., Ltd., Montreal, Que.
117,063	H. L. Hurdman	Ottawa	1902	Ottawa, Ont.	36 0	8 7	3 0	4	4	⅝ sc	J. F. Hurdman, Ottawa, Ont.
85,513	H. L. Lovering	Toronto	1883	Port Severn, Ont.	62 0	16 0	6 6	55	38	60 sc	The Georgian Bay Lumber Co., Ltd., Waubaushene, Ont.
51,687	H. M. Mixer	Kingston.	1865	Buffalo, N.Y., U.S.A.	53 0	13 1	6 6	30	9	40 sc	John Wade, Grenville, Que.
100,183	H. Bonenfant	Montreal	1883	Charlemagne, Que	63 5	28 0	3 3	22	14	2 pa.	Honoré Bonenfant, Charlemagne, Que.
103,096	H. Bonenfant	"	1893	"	61 0	29 6	3 4	31	21	2 pa.	Alexandre Chatelain, L'Orignal, Ont.

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103,341	H. Larose	Montreal	1895	Sorel, Que	46 4	12 6	5 0	13	9	3 sc	Thomas Gauthier, Montreal, Que.
103,032	H. Trudel	Ottawa	1890	Simcoe, Ont	35 0	16 0	3 3	13	6	20 pa	R. A. Klock, *et al.*, Klock's Mills, Ont.
116,764	Haddington	Toronto	1904	Toronto. Ont	256 0	42 6	15 0	1,603	1,010	87 sc	Mathews Steamship Co., Ltd., Toronto, Ont.
121,742	Haidee	Vancouver	1906	Vancouver, B.C	34 3	10 8	5 0	14	9	1 sc	William A. Baner, Vancouver, B.C.
94,686	Halcro	Collingwood	1889	Collingwood, Ont	34 0	9 0	3 8	8	5	3 sc	Sir John A. Boyd, Toronto, Ont.
116,470	Halcyon	Vancouver	1898	Vancouver, B.C	32 2	8 0	3 5	4	3	5/6 sc	Percy W. Charleson, Vancouver, B.C.
96,794	Halifax	Halifax	1878	New Baltimore, U.S.A	116 3	30 9	11 5	338	169	43 pa	The Dartmouth Ferry Commission,
95,099	Halifax	"	1880	Govan, G.B	250 3	35 5	21 5	1,875	1,078	350 sc	The Canada Atlantic & Plant SS. Co., Ltd., Halifax, N.S.
103,895	Halifax	Vancouver	1897	New Westminster, B.C.	45 0	12 0	4 9	28	19	6 sc	W. W. White, *et al.*, Vancouver, B.C.
96,715	Hall	Ottawa	1889	Montreal, Que	102 8	25 5	7 4	247	136	50 sc	The Ottawa Forwarding Co., Ltd., Ottawa, Ont.
107,241	Halys	New Westminster	1888	Washington Territory, U.S.A.	40 0	11 0	4 0	44	34	2 sc	W. W. West, Kootenay, B.C.
103,337	Hamilton	Montreal	1847 1895	Niagara, Ont. Sorel, Que	175 2	25 2	10 8	938	477	63 pa	Montreal Safe Deposit Co., Montreal, Que.
103,842	Hamilton	Ottawa	1896	Sand Point, Ont	131 4	39 5	7 3	320	202	75 pa	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.

107,466	Hamilton H	Lindsay	1894	Simcoe, Ont.	36 5	10 4	3 6	22	14	20 pa.	George Gooderham, M.O., Toronto, Ont.
107,144	Hamlin	Vancouver	1898	Vancouver, B.C	146 2	30 8	4 6	515	323	17 pa.	Thomas J. Kickham, Vancouver, B.C.
100,885	Hampstead	St. John, N.B.	1893	Hampton, N.B.	94 0	17 7	7 0	235	159	20 sc.	The Hampstead Steamship Co., Ltd., Oak Point, N.B.
121,834	Hampton	"	1905	"	100 1	21 3	5 3	183	115	34 pa.	The Kennebecacis Steamship Co., Ltd., Hampton, N.B.
107,348	Harbinger	Amherst, N.S.	1901	Shelburne, N.S	97 0	20 0	8 4	109	46	16 sc.	The 'Harbinger' Steamship Co., Ltd., River Hebert, N.S.
84,354	Harlaw	Windsor, N.S.	1881	Port Glasgow, G.B.	165 1	24 5	11 8	451	267	71 sc.	The Halifax & Newfoundland SS. Co., Ltd., Halifax, N.S.
117.075	Hardy	Toronto	1896	Simcoe, Ont.	37 0	10 0	4 0	28	18	2 pa.	W. E Bigwood, Toronto, Ont.
103,444	Harold	Ottawa	1887	Arnprior, Ont	17 0	4 5	1 8	1	1	2 sc.	Samuel Sunstrum, jr., Golden Lake, Ont.
116,719	Harold	Quebec	1905	St. Laurent, Que	31 4	9 4	3 2	7	6	1 sc.	Hon. Richard Turner, Quebec, Que.
96,857	Harold B. Phillips.	Sarnia	1880	Lorraine, Wis., U.S.A.	59 0	16 0	8 0	66	31	40 sc.	The Great Lakes Towing Co., Ltd., Sarnia, O.
94,845	Harold Gauthier	Windsor, Ont.	1888	Walkerville, Ont.	36 0	9 0	4 2	9	6	2 sc.	O. E. Fleming, Windsor, Ont.
61,153	Harrison	Owen Sound	1864	Buffalo, N.Y., U.S.A.	110 0	18 5	9 3	150	94	75 sc.	E. J. Harrison, M.O., Owen Sound, Ont.
90,762	Harry Baird	Goderich	1885 1896	Kincardine, Ont.	61 0	17 0	6 0	42	28	25 sc.	Jas. Leighton, Port Elgin, Ont.
90,453	Harry Montgomery.	Winnipeg	1887	Selkirk, Man.	24 0	8 0	3 5	4	2	1 sc.	Wm. Hughes, Selkirk, Man.
72,984	Harry Sewell	Wallaceburg	1875	Wallaceburg, Ont.	52 0	11 8	5 1	25	17	12 pa.	Jas. O'Leary and Geo. W. Downs, Port Lambton, Ont.
116,484	Harvey	"	1904	Wilkesport, Ont.	36 0	10 7	4 6	7	4	2 sc.	Harvey Arnold, Wilkesport, Ont.
73,953	Harvey Neelon	St. Catharines	1878	Port Dalhousie, Ont	74 0	16 6	7 9	65	47	64 sc.	W. M. Carter, Fesserton, Ont.
103.636	Hawywa	Ottawa	1896	Ottawa, Ont	35 3	7 3	3 6	4	3	4 sc.	J. C. Brennan, Ottawa, Ont.
100,623	Hazard	Port Dover	1892	Simcoe, Ont.	62 7	11 7	6 7	34	23	5 sc.	E. Harris, Port Dover, Ont.
121,735	Hazel	Vancouver	1906	Vancouver, B.C	29 0	5 3	2 5	2	2	2 sc.	Ernest S. Wilbrand, Vancouver, B.C.
92,706	Hazel	Winnipeg	1890	Selkirk, Man.	37 0	9 5	3 7	8	5	1 sc.	Dominion Fish Co., Ltd., Winnipeg,
117,101	Hazel B.	Ottawa	1904	North Bay, Ont.	65 0	12 7	3 6	27	22	2 sc.	M. C. McCaw, *et al.*, North Bay, Ont.
121,212	Hazel Dollar	Victoria	1905	Port Glasgow, G.B	370 0	50 0	26 7	4,304	2,804	241 sc.	Hazel Dollar Steamship Co., Ltd., Victoria, B.C.
112.277	Hazel E.	Montreal	1901	Magog, Que	45 2	8 4	3 6	13	9	1 sc.	Thomas Morten, Newport, Vt., U.S.A.
122,045	Hazel G.	St. Andrews	1904	Grand Manan, N.B.	35 0	11 0	5 0	10	7	1 sc.	David S. Gaskill, Grand Manan, N.B.

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107,834	Hazelton..........	Victoria....	1901	Victoria, B.C......	134 0	24 0	4 4	378	236	9 pa..	R. Cunningham & Son, Ltd., Port Essington, B.C.
112,067	Hazlitt......... ..	Peterborough.......	1902	Simcoe, Ont	41 6	10 3	3 9	24	15	25 pa..	The Dickson Co., Ltd., Peterborough, Ont.
85,492	Heather Belle.....	Collingwood......	1882	Meaford, Ont...........	50 0	12 6	5 8	20	13	20 sc ..	Emerson Danagh, Owen Sound, Ont.
112,181	Heather Belle.....	Toronto	1902	Harriston, N.J., U.S.A.	35 3	7 1	3 3	9	6	12 sc ..	Sidney E. McKinnon, Toronto, Ont.
103,657	Heather Bell......	Winnipeg	1896	Norman, Ont...........	39 3	11 0	3 5	21	14	1 sc ..	J. B. Davis, Kenora, Ont.
107,613	Hebron...........	Ottawa.	1899	Ottawa, Ont...........	98 4	24 0	8 0	149	98	70 sc ..	James H. Hall *et al.*, Ottawa, Ont.
112,381	Hectanooga...... .	Sydney.....	1902	U.S.A..........	30 0	7 0	2 8	2	2	— sc ..	Dr. Horace Rhindress, North Sydney, N.S.
103,962	Hector...........	Montreal.....	1898	Sorel, Que	53 0	15 8	5 7	21	14	12 sc ..	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
112,051	Hector............	St. Catharines	1903	Port Colborne, Ont.....	67 5	16 6	9 9	66	45	13 sc .	Michael J. Hogan, Montreal, Que.
77,771	Helen...	Goderich..........	1877	Southampton, Ont.......	34 0	10 0	4 0	5	3	8 sc ..	B. Mackie, Little Current, Ont.
122,077	Helen......	Toronto	1906	Hamilton, Ont.	25 5	6 2	2 7	3	2	1 sc ..	Henry Louis Bastien, Hamilton, Ont.
112,228	Helen Glasier.....	St. John, N.B......	1903	St. John, N.B..........	40 2	8 9	4 2	12	8	6 sc ..	Parker Glasier, Lincoln, N.B.
121,914	Helen S..........	Kenora.............	1906	Kenora, Ont....	38 0	8 0	4 0	13	9	1 sc ..	John William Short, Kenora, Ont.
107,695	Helen S..........	Toronto	1899	Collin's Inlet, Ont.......	80 0	16 2	9 5	86	58	17 sc ..	The Collins Inlet Lumber Co., Ltd., Toronto, Ont.

117,123	Helena	Kingston	1905	Kingston, Ont	44 5	8 7	3 1	10	7	4 sc	J. H. Willmott, Beaumaris, Ont.
80,584	Helena	Toronto	1877	Gravenhurst, Ont	44 0	7 6	2 8	13	9	10 sc	Joseph C. Huckins, Toronto, Ont.
122,078	Helena	"	1906	Hamilton, Ont	25 5	6 2	2 7	3	2	1 sc	Henry Louis Bastien, Hamilton, Ont.
116,581	Help	Liverpool	1903	Liverpool, N.S	76 0	27 7	8 4	146	90	29 sc	George W. Brooks, *et al.*, Liverpool, N. S.
92,414	Henrietta	Chatham, N.B	1886	Beaver Point, N.B	41 3	13 0	3 7	19	13	8 sc	George Dutch, Beaver Point, N.B.
100,399	Henrietta	Hamilton	1894	Hamilton, Ont	28 0	7 0	3 6	3	2	4 sc	J. Edwards, Hamilton, Ont.
100,685	Henrietta	New Westminster	1891	Seattle, Wash., U.S.A	30 0	8 0	4 5	7	5	2 sc	P. Genelle, Tappen Siding, B.C.
112,254	Henriette	Vancouver	......	....	160 0	30 0	18 9	762	518	32 sc	Mackenzie Bros., Ltd., Vancouver, B.C.
71,107	Henry Smith	Chatham, Ont	1877	Wallaceburg, Ont	69 5	16 0	6 6	40	27	60 sc	C. W. Gauthier, Sandwich, Ont.
111.921	Hepburn	Toronto	1901	Racine, Wis., U.S.A	50 5	8 6	4 2	15	10	3 sc	John H. Wilmott, Beaumaris, Ont.
103,695	Herbert	Sault Ste. Marie	1897	Sault Ste. Marie, Mich., U.S.A.	42 6	12 0	7 0	21	10	4 sc	James Connor, Port Arthur, Ont.
92,736	Herbert M	Toronto	1887	Russell Point, Ont	43 0	10 2	5 8	26	18	5 sc	Chas. Mickle, Gravenhurst, Ont.
116,607	Hercule	Montreal	1904	Sorel, Que	58 0	15 1	7 5	45	28	16 sc	J. H. Dansereau, Vercheres, Que.
111,448	Hercules	Ottawa	1901	Pembroke, Ont	46 6	18 0	4 6	21	13	20 sc	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
66,949	Hercules	St. John, N.B	1874	Portland, N.B	73 0	20 0	8 2	87	24	50 sc	Archibald Tapley and Daniel F. Tapley, St. John, N.B.
122,217	Hercules	Toronto	1906	Toronto, Ont	100 0	23 1	11 6	234	137	65 sc	Polson Iron Works, Ltd., Toronto, Ont.
107,105	Hercules	Victoria	1898	Nelson, B.C	79 5	14 8	5 9	65	44	17 sc	A. Campbell, Kaslo, B.C.
....	Hero	Hamilton	1861	Hamilton, Ont	65 6	11 8	6 2	.....	37	....	Thomas Barrie, Sombra, Ont.
94,751	Hero	St. John, N.B	1889	Portland, N.B	92 2	21 3	6 2	128	81	50 pa	Parker Glasier, Lincoln, Sunbury Co., N.B.
97,020	Heward McMaugh	St. Catharines	1898	St. Catharines, Ont	47 0	15 7	8 0	42	29	11 sc	M. P. Davis, Ottawa, Ont.
111,936	Hiawatha	Lindsay	1901	Lindsay, Ont	48 6	10 6	4 0	22	18	12 pa	R. Kennedy, M.O., Lindsay, Ont.
103,801	Hiawatha	Pictou, N.S	1904	Pictou, N.S	51 3	14 6	6 3	49	34	8 sc	T. R. Powell and J. R. Christie, Fisher's Grant, N.S.
72,982	Hiawatha	Sarnia	1874	Dresden, Ont	92 7	20 0	7 6	163	111	150 sc	Sarnia Tug & Transit Co., Ltd., Sarnia, Ont.
100,768	Hiawatha	Toronto	1895	Toronto, Ont	56 0	13 3	6 3	46	31	8 sc	Royal Canadian Yacht Club, Toronto, Ont.
121,704	Hiawatha	"	1905	Port Carling, Ont	49 0	10 6	3 7	27	18	2 sc	T. B. Croucher and A. Croucher, J.O., Port Carling, Ont.

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121,727	Hiawatha	Vancouver..	1901	Victoria, B.C	20 0	7 5	3 3	5	3	$\frac{1}{5}$ sc ..	Lyle Macgowan, Vancouver, B.C.
83,214	Hiawatha	Windsor, N.S......	1882	Hantsport, N.S....... .	132 3	21 3	8 0	230	117	225 sc ..	J. A. Farquhar, Halifax, N.S.
88,568	High Rock (The)..	Kingston.........	1885	Kingston, Ont..........	41 6	10 0	3 9	8	5	15 sc ..	Thomas Wilson, Montreal, Que.
103,229	High View Launch	Ottawa............	1893	New York, U.S.A......	25 2	6 2	2 6	2	1	4 sc ..	Mrs. Maria McAllister, Pembroke, Ont.
80,856	Highland Mary...	Halifax............	1880	Shelburne, N.S..........	68 8	22 0	7 0	74	50	180 sc ..	Wm. Beazley, *et al.*, Ferguson's Cove, N.S.
111,452	Highlander.	Winnipeg.....	1900	Selkirk, Man...........	66 0	14 5	6 6	59	39	3 sc ..	R. Smith, Selkirk, Man.
116,783	Hilda....	Vancouver...... . .	1904	Vancouver, B.C.... ...	58 0	13 4	6 3	33	22	8 sc ..	S. K. Champion and Wm. W. White, Vancouver, B.C.
97,079	Hillsborough.	Charlottetown.....	1894	Mt. Stewart, P.E.I......	105 0	25 0	8 4	229	66	30½ pa.	The Government of Prince Edward Island, Charlottetown, P.E.I.
116,601	Hiram Walker...	Montreal..........	1886 1904	Champlain, N.Y...... Sorel, Que......... ...	97 8	17 6	7 8	127	75	10 sc ..	John Paquette, Champlain, Que.
117,077	Holland & Graves, No. 3.	Toronto.......	1905	Simcoe, Ont	41 0	10 0	4 0	30	19	2 pa .	W. E. Bigwood, Toronto, Ont.
117,076	Holland & Graves, No. 4.	"	1905	"	41 0	10 0	4 0	30	19	2 pa ..	W. E. Bigwood, Toronto, Ont.
95,094	Hollybank..	Vancouver..........	1888	Glasgow, G.B...........	26 0	7 0	3 3	3	1	2 sc ..	Mrs. Margaret McIntosh, Vancouver, B.C.
92,303	Home Rule.......	Collingwood	1887	Penetanguishene, Ont...	28 0	5 7	2 4	3	2	2 sc ..	Wilfred France, Penetanguishene, Ont.
97,001	Home Rule.	St. Catharines	1890	Thorold, Ont......	74 9	17 0	9 4	81	45	50 sc ..	Miss A. M. Hackett, Amherstburg, Ont.

111,499	Honfleur	Quebec	1900	St. Henri de Taillon, Que.	38 5	10 2	4 9	19	13	3 sc	Charles Potvin, St. Jérôme, Que.
103,897	Hong Kong	New Westminster	1897	New Westminster, B.C.	59 2	12 2	5 4	36	25	4 sc	Kildala Packing Co., Ltd., Vancouver, B.C.
103,242	Honoré	Montreal	1894	Verchères, Que	51 8	12 7	4 9	22	15	3 sc	J. S. Thompson and W. J. Finn, Cascades Point, Que.
103,144	Hope	Quebec	1893	Quebec, Que	44 6	11 0	4 2	19	7	16 sc	J. S. Thom, Quebec, Que.
77,562	Hope	St. John, N.B	1878	Sorel, Que	134 0	23 0	7 9	306	168	50 pa	Archibald Tapley and Daniel F. Tapley, St. John, N.B.
117,007	Hope	Victoria	1902	Richardson, Wash., U.S.A.	47 0	12 7	4 9	26	18	8 sc	Chas. F. Todd, Victoria, B.C.
88,368	Hope	"	1881	Seattle, Wash., U.S.A.	72 2	16 2	8 5	78	48	5 sc	Sayward Mill & Timber Co., Ltd., Victoria, B.C.
71,252	Hope	Windsor, Ont	1870	Detroit, Mich, U.S.A.	95 0	25 0	8 2	170	116	150 sc	The Bridgeburg & Black Rock Ferry Co., Ltd., Fort Erie, Ont.
90,799	Horse Shoe	Victoria, B.C	1888	Victoria, B.C	47 6	11 9	4 8	18 0	11	3 sc	H. E. Purser & G. W. Roberts, J.O., Vancouver, B.C.
116,369	Horton	Goderich	1906	Goderich, Ont	72 0	16 1	8 5	66	45	24 sc	William Marlton, Goderich, Ont.
100,720	Hosanna	Montreal	1893	Sorel, Que	58 6	23 0	6 0	89	59	19 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
90,549	Houghton	"	1863	Newburgh, U.S.A	60 5	16 6	6 4	49	24	10 sc	N. Dyment, Barrie, Ont.
111,985	Hubert	Vancouver	1902	Vancouver, B.C	32 9	8 9	4 0	6	4	1 sc	Francis P. Osborn, Vancouver, B.C.
83,364	Hubert Larkin	Quebec	1882	Lévis, Que	61 0	13 5	6 2	49	33	45 sc	W. J. Poupore, Ottawa, Ont.
100,181	Hudson	Montreal	1891	Sorel, Que	128 5	25 1	6 4	158	80	75 pa	Sincennes McNaughton Line, Ltd., Montreal, Que.
107,783	Hudson	Ottawa	1899	Barry's Bay, Ont	73 5	17 0	3 3	45	37	60 pa	H. E. Hudson and J. C. Hudson, Barry's Bay, Ont.
112,232	Hudson	St. John, N.B	1903	St. John, N.B	57 7	12 5	4 7	34	23	7 sc	R. C. Elkin, Ltd., Fairville, N.B.
103,664	Hudson's Bay Messenger.	Winnipeg	1897	Kenora, Ont	33 0	7 4	3 2	5	3	1 sc	Hudson's Bay Co., London, Eng.
107,161	Hugh S	Collingwood	1897	Collingwood, Ont.	50 0	12 4	5 9	24	16	3 s	Mrs. Hannah N. Stalker, Collingwood, Ont.
66,091	Humber	Quebec	1873	South Quebec, Que	50 2	11 5	5 7	13	3	25 sc	Mrs. Alfred Paré, Lachine, Que.
107,459	Hummer	Vancouver	1895	Vancouver, B.C	26 1	7 2	3 0	3	2	2 sc	The Wurtzburg Co., Ltd., Vancouver, B.C.
121,751	Hummer	"	1906	"	31 3	5 5	2 4	2	2	2 sc	Letson & Burpee, Ltd., Vancouver, B.C.
83,343	Hunkidori	Quebec	1881	Quebec, Que	30 4	9 4	4 7	10	3	15 sc	James Murphy, Quebec, Que.
116,694	Hunter	Kenora	1903	Kenora, Ont	30 0	8 6	4 0	11	8	1 sc	Wm. H. Boucha, Kenora Ont.
121,965	Hunter	Kingston	1906	Gananoque, Ont	26 0	5 7	2 3	2	1	4 sc	Charles T. Munroe, Gananoque, Ont.

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116,765	Hunter..........	Toronto............	1894	Simcoe, Ont...........	37 0	10 0	3 5	14	9	2 sc..	The Ontario Lumber Co., Ltd., Toronto, Ont.
116,990	Hunter W........	Kenora........	1905	Detroit, Mich., U.S.A..	18 8	5 0	2 0	1	1	½ sc..	R. Wolff, Kenora, Ont.
107,245	Huron...........	New Westminster ..	1892	New Westminster, B.C..	30 0	7 0	3 0	7	5	1 sc..	The Cleeve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
71,216	Huron.......	Sarnia	1875	Point Edward, Ont	238 5	53 9	12 8	1,052	688	300 sc..	Grand Trunk Railway Co., Montreal, Que.
85,321	Huron.......	Toronto...........	1882	Owen Sound, Ont.....	71 7	15 3	8 5	70	56	8 sc..	The Ontario Lumber Co., Ltd., Toronto, Ont.
100,948	Huron Belle......	Collingwood........	1889	Sand Beach, U.S.A.....	50 0	12 0	5 0	27	18	3 sc..	Geo. A. Fraser, Simcoe, Ont.
107,168	Huronic.........	"	1902	Collingwood, Ont..	321 0	43 0	23 4	3,330	2,211	245 sc..	Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
100,637	Hyak...........	Victoria..........	1892	Golden, B.C...........	81 0	11 2	3 9	39	25	2 pa..	The Upper Columbia Nav. & Tramway, Co., Ltd., Golden, B.C.
88,250	Hydra..........	Deseronto..........	1892	Trenton, Ont..........	40 0	7 0	4 7	6	4	3½ sc.	Seth Benson, Deseronto, Ont.
100,460	Hygeia..........	Sydney.....	1886	Lévis, Que	72 6	16 6	6 7	58	39	21 sc..	Cape Breton Electric Co., Ltd., Sydney, N.S.
92,440	Hygeia........	Toronto............	1886	Kingston, Ont....	30 0	5 4	2 6	2	1	1 sc..	Samuel May, Toronto, Ont.
112,283	I. C. U	Digby..............	1892	Yarmouth, N.S.........	25 5	7 5	3 5	4	4	5 sc..	H. W. Cann, Bridgetown, N.S.

96,807	I. B. Hamblen	Halifax	1891	Providence, R.I., U.S.A.	68 2	14 6	5 3	32	22	40 sc	Wm. Hackett, North Sydney, N.S.
111,761	Iagara	Kingston	1901	Kingston, Ont	40 8	9 6	4 0	7	5	5 sc	John H. Davis, Kingston, Ont.
112,307	Iceland	Winnipeg	1904	The Narrows, Lake Manitoba, Man.	44 0	13 0	5 0	34	23	2 sc	Helgi Emarsson, The Narrows, Man.
83,325	Ida	Ottawa	1880	Lake Barrière, Que	56 2	18 0	4 9	17	11	18 sc	J. C. Edwards, Ottawa, Ont.
88,564	Ida	"	1884	Deseronto, Ont	95 6	20 6	6 2	247	153	75 sc	J. T. Lemay, Hull, Que.
85,367	Ida	"	1881	Brockville, Ont	46 0	8 0	9 8	21	6	10 sc	Arthur Starkey, Parry Sound, Ont.
92,613	Ida	Port Arthur	1887	Port Arthur, Ont	44 4	11 1	5 3	19	13	2 sc	Murdock McInnes and A. E. Sutherland, J.O., Port Coldwell, Ont.
92,757	Ida	Quebec	1889	Quebec, Que	49 5	12 2	4 6	26	7	25 sc	A. H. Lomer, Montreal, Que.
103,354	Ida	"	1877	Portsmouth, Ont	35 0	7 2	3 0	10	9	1 sc	Quebec & Lake St. John Railway Co., Montreal, Que.
90,460	Ida	Winnipeg	.....	.. ..	49 5	9 0	4 3	19	13	4 sc	P. McArthur, Westbourne, Man.
90,559	Ida Bell	Port Burwell	1890	Clear Creek, Ont	28 0	7 0	3 2	6	3	2 sc	C. C. Bates, Clear Creek, Ont.
103,188	Ida Lue	Yarmouth	1896	Shelburne, N.S.	61 0	13 6	6 7	45	30	21 sc	Jos. H. Morehouse, *etal.*, Sandy Cove, N. S.
71,074	Ida M	Amherstburg	1890	Detroit, Mich., U.S.A	60 0	10 0	4 8	14	7	8 sc	John McCormick, Pelee Island, Ont.
96 984	Idaho	New Westminster	1888	Idaho, U.S.A	36 5	9 0	3 8	6	4	1 sc	Arthur Bunting, Bonner's Ferry, Idaho, U.S.A.
100,135	Idell	Winnipeg	1892	Selkirk, Man	70 2	16 5	6 0	54	37	7 sc	Northwest Navigation Co., Ltd., Winnipeg, Man.
116,663	Idle Hour	Midland	1905 1906	Midland, Ont	48 0	10 0	4 0	20	14	6 sc	Manley Chew, Midland, Ont.
103,094	Idle Hour	Montreal	1891	New York, U.S.A	25 6	6 0	2 4	4	3	1 sc	M. Molson, Montreal, Que.
100,285	Idle Hour	Peterborough	1894	Peterborough, Ont	......	.....	...	2	2	6 sc	R. S. Moffatt, Peterborough, Ont.
116,865	Idler	Ottawa	1904	Hawkesbury, Ont	61 0	17 6	4 4	51	32	35 sc	Mrs. Cornelia M. Lawlor and Wm. E. Lawlor, J.O., Hawkesbury, Ont.
107,155	Idler	Vancouver	1897	Vancouver, B.C	28 0	7 9	3 0	3	2	1 sc	Wm. J. Gillis, Vancouver, B.C.
111,539	Idler	"	1898	"	32 0	8 0	3 2	4	2	2 sc	Stanley Menhinnick and Thos. J. Dunn, Arrowhead, B.C.
121,722	Ila	"	1905	"	32 0	10 2	5 1	15	10	1 sc	Geo. W. Marshall, Vancouver, B.C.
112,298	Iland	Winnipeg	1902	Selkirk, Man	52 0	12 6	....	30	20	2 sc	The Imperial Fish Co., Ltd., Selkirk, Man.
100,048	Illecillewaet	Brockville	1897	Brockville, Ont	50 4	7 8	4 5	16	10	10 sc	J. M. Walsh, Brockville, Ont.
107,486	Imperial	Sault Ste. Marie	1876	Buffalo, N.Y., U.S.A	54 0	14 0	5 5	36	22	— sc	James Ganley, Sault Ste. Marie, Ont.

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111,577	Ina	Toronto	1901	Toronto, Ont.	56 0	9 3	3 7	14	10	3 sc	Wm. J. Gage, Toronto, Ont.
116,759	Ina	"	1904	Parry Sound, Ont.	53 0	10 8	5 6	27	18	1 sc	John Galna and R. W. Dauter, Parry Sound, Ont.
107,735	India	Kingston	1899	Garden Island, Ont.	215 9	36 4	15 0	976	573	118 sc	The Calvin Co., Ltd., Garden Island, Ont.
112,179	Inenew	Toronto	1902	Toronto, Ont.	86 5	18 0	7 7	109	46	13 sc	Hudson's Bay Co., London, Eng.
88,535	Inez	Hamilton	1889	Carleton Place, Ont.	24 6	6 1	3 5	2	2	3 sc	Geo. T. Tuckett, Hamilton, Ont.
85,427	Inez	St. Catharines	1884	Welland, Ont.	65 0	15 9	8 0	59	34	20 sc	James Murphy, Fort William, Ont.
96,906	Ingomar	Kingston	1890	Carleton Place, Ont.	61 0	10 5	3 6	22	13	20 sc	Edmond Robinault, Valleyfield, Que.
121,966	Inn (The)	Kingston	1905	Gananoque, Ont.	25 0	5 6	2 2	2	1	1 sc	Frederick J. Henderson, Gananoque, Ont.
80,690	International	Prescott	1881	Montreal, Que	182 0	30 0	10 0	395	269	150 sc	Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
96,849	International	Sarnia	1872	Fort Erie, Ont.	210 0	40 0	12 0	851	559	300 sc	Lake Erie & Detroit River Ry. Co., Walkerville, Ont.
103,489	International	Victoria	1896	Kaslo, B.C	142 0	24 9	5 6	526	281	17 pa	The International Nav. & Trading Co., Ltd., Kaslo, B.C.
83,374	Inter-Ocean	Toronto	1881	Nipissing Ont.	103 4	22 5	6 0	144	98	15 sc	The Muskoka & Nipissing Nav. Co., Ltd., Gravenhurst, Ont.
94,682	Interocean	Collingwood	1888	Collingwood, Ont.	74 0	16 0	7 2	156	98	7 sc	E. G. Shortis, Wallaceburg, Ont.
107,323	Inverness	Halifax	1895	West Mystic, Conn., U.S.A.	91 4	16 5	7 0	67	46	15 sc	R. J. Leslie, Halifax, N.S.

112,338	Iona	Collingwood	1904	Meaford, Ont.	58 2	13 2	5 6	29	20	9 sc	Hector McInnes, Meaford, Ont.
94,922	Iona	Picton, Ont.	1892	Trenton, Ont.	123 5	24 2	10 2	232	157	10 sc	E. A. Hall, L'Orignal, Ont.
107,285	Iona	Sydney	1900	Liverpool, N.S.	72 0	16 4	7 3	54	35	30 sc	David Rudderham, North Sydney, N.S.
100,199	Iona	Vancouver	1891	Vancouver, B.C.	63 0	14 8	5 7	53	36	5 sc	A. McDermott, Vancouver, B.C.
112,296	Iona	Winnipeg	1898	Winnipegosis, Man.	58 0	12 0	4 4	38	23	4 sc	Peter McArthur, Westbourne, Man.
116,954	Ionic	Sarnia	1872	Buffalo, N.Y., U.S.A.	238 2	35 6	12 6	1,708	1,030	125 sc	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
100,764	Iota	Toronto	1894	Spanish River, Ont.	34 0	8 4	4 0	6	4	6 sc	G. Hamilton, Spanish River, Ont.
122,164	Ipsoot	Vancouver,	1902	Vancouver, B.C.	28 7	9 2	2 7	8	5	1 sc	George M. Dusenbury, Vancouver, B.C.
103,932	Irene	Chatham, N.B.	1897	Port Hawkesbury, N.S.	36 3	11 3	4 7	10	7	6 sc	Jas. Robinson, Derby, N.B.
88,530	Irene	Hamilton	1887	Hamilton, Ont.	26 6	6 0	3 2	24	16	3 sc	Thomas Christie, Hamilton, Ont.
111,757	Irene	Kenora	1900	Kenora, Ont.	40 0	8 0	3 5	10	6	1 sc	J. D. Johnston, Kenora, Ont.
92,297	Irene	Ottawa	1881	Ottawa, Ont.	31 0	6 0	3 0	3	2	10 sc	Charles Wynn, Peterborough, Ont.
92,728	Irene	Midland	1887 1905	Penetanguishene, Ont. Midland, Ont.	69 0	12 0	5 3	45	18	9 sc	Ira Hill, Midland, Ont.
111,954	Irene	New Westminster	1904	Saturna Island, B.C.	20 0	5 0	3 0	2	2	1 sc	Ah See, Coal Islands, B.C.
107,943	Irene	St. Catharines	1892	Hamilton, Ont.	25 3	6 0	2 2	3	2	4 sc	Harry Leslie, Port Colborne, Ont.
103,603	Irene	Sydney	......	Great Britain	25 8	7 0	4 2	3	2	2 sc	F. J. Kelley, North Sydney, N.S.
92,444	Irene	Toronto	1887	Toronto, Ont.	42 0	8 0	4 5	7	5	3 sc	Geo. F. Oakley and T. H. Allen, J.O., Toronto, Ont.
121,832	Irene	St. John, N.B	1904	St. John, N.B.	37 9	9 5	3 5	10	7	2 sc	F. P. Starr, St. John, N.B.
116,401	Irene	Victoria	1903	Nakusp, B.C.	60 0	13 0	5 3	29	20	7 sc	Yale Columbia Lumber Co., Ltd., Nakusp, B.C.
92,562	Iris	Halifax	1887	Dartmouth, N.S.	24 4	2 7	2 5	2	1	2 sc	Chas. S. Pickford, Halifax, N.S.
112,200	Iris	Hamilton	1903	Hamilton, Ont.	47 0	10 0	5 6	16	9	20 sc	Francis W. Merchant, London, Ont.
107,640	Iris	New Westminster	1899	New Westminster, B.C.	54 0	11 5	5 5	38	24	2 sc	The Brunette Sawmills Co., Ltd., New Westminster, B.C.
111,456	Irlene	Winnipeg	1901	Killarney, Man	32 0	9 0	3 0	7	6	1 sc	G. Hibbert, Killarney, Man.
116,364	Iroquois	Goderich	1902	Wiarton, Ont.	104 4	20 0	8 7	240	153	30 sc	Goderich Engine & Bicycle Co., Ltd., Goderich, Ont.
112,073	Iroquois	Peterborough	1903	Detroit, Mich., U.S.A.	22 6	5 8	2 1	2	2	4 sc	Mrs. F. A. Price, Massanoga, Ont.

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111,855	Iroquois (The)....	Toronto...........	1902	Toronto, Ont	260 0	43 2	25 2	2,359	1,452	79 sc ..	St. Lawrence & Toronto Steam Nav. Co., Ltd., Toronto, Ont.
107,822	Iroquois..........	Victoria............	1900	Port Moody, B.C	82 0	20 0	7 7	195	94	20 sc ..	Sidney & Nanaimo Trans. Co., Victoria, B.C.
117,002	Isaac...........	Vancouver.......	1904	Port Guichon. B.C.....	32 3	9 5	3 3	8	6	5 sc ..	Gasparo Nicolick, Port Guichon, B.C.
116,742	Isaac N. Veasey..	Halifax...........	1888	Pocomoke, Md., U.S.A.	96 0	17 4	7 6	89	60	7½ sc ..	R. G. Roach, Bay of Islands, Nfld.
103,226	Isabel..........	Ottawa..........	1890	Brockville, Ont	20 4	4 8	2 4	1	1	1 sc ..	E. Farmer and J. B. Tierny, Arnprior, Ont.
111,505	Isabel..........	St. John, N.B	1900	Detroit, Mich., U.S.A ..	22 5	5 6	2 3	1	1	— sc ..	Wm. T. Chestnut, Fredericton, N.B.
112,304	Isabelle	Winnipeg	1903	Winnipegosis, Man. ...	64 0	16 0	6 0	41	28	4 sc ..	Peter McArthur, Westbourne, Man.
96,703	Ishaway........	Ottawa............	1888	Brockville, Ont.........	45 4	8 2	3 6	7	5	10 sc ..	E. A. Small, Montreal, Que.
107,873	Ishkoodah........	Lindsay.........	1893	Carleton Place, Ont.....	30 0	6 2	2 2	3	2	6 sc ..	G. S. Ryerson, M.D., Toronto, Ont.
96,848	Island Belle	Sarnia	1882	Toledo, Ohio, U.S.A ...	64 0	16 0	6 0	31	21	4 sc .	J. Garrock, Sarnia, Ont.
85,547	Island Gem	Yarmouth..........	1883	Yarmouth, N.S.	41 7	12 7	5 0	16	11	10 sc ..	Mud Island Lobster Co., Ltd., Yarmouth, N.S.
92,381	Island Queen	Montreal.........	1887	Kingston, Ont.... ..	91 8	19 9	6 0	98	62	50 sc ..	L. J. Cosgrove and P. J. Craig, Toronto, Ont.
117,078	Island Queen	Toronto	1905	Toronto, Ont.	97 8	20 3	5 4	129	88	16 sc ..	The Toronto Ferry Company, Ltd., Toronto, Ont.
122,110	Islander..........	Charlottetown.......	1906	Shelburne, N.S....... ...	67 0	17 5	7 6	54	37	16 sc ..	The Island Tug Co., Ltd., Charlottetown, P.E.I.

103,700	Islander	Sault Ste. Marie	1892	Toronto, Ont.	28 6	7 8	3 5	6	4	— sc	L. O. Armstrong, Desbarats, Ont.
111,567	Islander	Toronto	1900	Gravenhurst, Ont.	100 0	17 4	5 7	165	78	14 sc	The Muskoka Lakes Nav. & Hotel Co., Ltd., Toronto, Ont.
90,566	Islay	"	1895	Orillia, Ont	116 0	18 0	6 2	175	119	39 sc	Chas. McInnes, Orillia, Ont.
116,550	Isleway	Montreal	1904	Kingston, Ont	51 8	10 5	4 4	14	9	5 sc	Isleway Fish & Game Club, Ltd., Montreal, Que.
111,796	Isobel	Port Hawkesbury	1906	Port Hawkesbury, N.S.	41 6	14 0	5 9	24	20	1 sc	Graham Fraser, New Glasgow, N.S.
116,712	Ivan R	Quebec	1903	Grandes Piles, Que	67 8	15 8	4 6	66	45	4 sc	Wm. Ritchie, Three Rivers, Que.
121,753	Ivanhoe	Vancouver	1906	Vancouver, B.C.	32 2	10 3	4 7	12	8	1½ sc	Charles A. Godson, Vancouver, B.C.
88,231	Ivy	Brockville	1884	Brockville, Ont	44 9	8 4	3 6	7	5	3 sc	D. B. Maclennan, Cornwall, Ont.
116,809	J. A. Paul	Sorel	1906	Sorel, Que	71 1	14 2	5 6	49	33	3 sc	Joseph A. Paul, Sorel, Que.
90,527	J. B. McLeod	Chatham, Ont	1893	Mitchell's Bay, Ont	53 5	12 1	5 7	18	14	35 sc	Robt. H. Dobson, Southampton, Ont.
100,942	J. C. Else	Collingwood	1893	Waubaushene, Ont	44 0	11 0	3 6	33	21	3 pa.	Georgian Bay Lumber Co., Ltd., Waubaushene, Ont.
112,335	J. D. Hamill	"	1904	Meaford, Ont.	80 0	16 2	8 6	111	76	24 sc	Josiah Perks, *et al.*, J.O., Meaford, Ont.
100,039	J. D. Hewis	Toronto	1892	Midland, Ont	55 6	12 4	5 3	51	35	2 sc	David Hewis, M.O., Midland, Ont.
122,161	J. E. Boyden	Vancouver,	1888	Seattle, Wash., U.S.A	84 4	19 0	9 7	122	83	37 sc	Simon F. MacKenzie, Vancouver, B.C.
116,396	J. E. Mills	Sarnia	1883	Marysville, U.S.A	108 0	23 5	7 8	149	64	25 sc	Charles E. Millard, Sarnia, Ont.
117,061	J. F. Hurdman	Ottawa	1902	Ottawa, Ont	36 0	8 7	3 0	4	4	⅝ sc	J. F. Hurdman, Ottawa, Ont.
107,946	J. G. Gidley	St. Catharines	1901	Little Current, Ont	70 5	14 7	7 0	57	39	14 sc	Thos. Conlon, Thorold, Ont.
122,251	J. G. Witherbee	Quebec	1872	Philadelphia, Pa., U.S.A.	111 2	22 0	9 8	165	82	49 sc	Bernard J. Kaine, St. Alphonse, de Chitimi, Que.
111,619	J. H. Hackett	"	1901	Quebec, Que	87 9	21 2	6 8	117	80	34 sc	William Hackett, Quebec, Que.
90,769	J. H. Jones	Goderich	1888	Goderich, Ont	107 0	21 4	9 5	152	98	100 sc	The Crawford Tug Co., Ltd., Wiarton, Ont.
107,170	J. H. McDonald	Collingwood	1902	Collingwood, Ont.	65 0	12 0	6 9	41	28	11 sc	J. P. McDonald, Blind River, Ont.
116,314	J. K. Secor	Amherstburg	1884	Toledo, O., U.S.A	77 5	15 9	7 4	83	56	6 sc	Albert Henning, Pelee Island, Ont.
80,671	J. K. Ward	Montreal	1881	Lachine, Que	49 0	14 0	5 8	23	16	25 sc	Stephen St. Denis, Lachine, Que.
111,802	J. L. Beckwith	Sault Ste. Marie	1872	Buffalo, N.Y., U.S.A	60 0	19 6	7 0	61	33	10 sc	Wm. Grierson, Sault Ste. Marie, Ont.

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94,624	J. L. Murphy....	Ottawa.......	1888	Sand Point, Ont	101 5	22 0	8 6	173	109	13 sc ..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,333	J. L. Nelson	Halifax.......... ...	1899	Yarmouth, N.S.........	64 0	13 8	6 6	38	19	12 sc ..	Chas. W. Ackhurst, Halifax, N.S.
116,397	J. M. Diver	Sarnia.......	1904	Sarnia, Ont.............	67 6	16 4	9 0	48	33	40 sc ..	The Reid Wrecking Co., Ltd., Sarnia, Ont.
112,309	J. M. Smith......	Winnipeg...	1905	Winnipeg, Man.........	120 0	21 0	4 0	179	122	8 pa..	Pioneer Navigation & Sand Co., Ltd., Winnipeg, Man.
107,163	J. S. Blazier	Collingwood	1867 1892	East Saginaw, Mich., U.S.A.	80 0	14 0	9 0	89	60	75 sc ..	C. S. Boone, Toronto, Ont.
117,000	J. S. Thompson..	Ottawa...	1902	Simcoe, Ont...........	40 0	16 0	3 6	13	8	2 sc ..	J. F. Hurdman, Ottawa, Ont.
112,269	J. Paul.....	Montreal..	1901	Sorel, Que......	40 0	11 1	4 8	19	13	3 sc ..	Ovide Paul, Sorel, Que.
112,030	Jack	Quebec...........	1901	Montmagny, Que	49 8	14 2	5 8	31	21	4 sc ..	Wm. Price, Quebec, Que.
66,033	James...........	"	1870	St. Romuald, Que. ..	105 2	20 4	7 7	127	31	20 pa..	W. Paul, jun., Sorel, Que.
116,373	James Adams. . .	Port Arthur	.....	Duluth, Min., U.S.A ...	68 0	12 0	7 0	51	35	— sc ..	Jas. Whalen, Port Arthur, Ont.
107,154	James Domville..	Vancouver	1898	Vancouver, B.C....	121 6	25 8	4 7	486	294	15 pa..	Klondike, Yukon & Stewart Pioneers Ltd., London, Eng.
111,511	James Holly......	St. John, N.B.....	1901	St. John, N.B	48 0	13 8	6 5	31	21	5 sc ..	James Holly, St. John, N.B.
71,219	James Leighton...	Sarnia	1875	Moore, Ont.......	39 2	13 7	5 6	23	16	25 sc ..	James Leighton, Port Elgin, Ont.
96,844	James McKeon...	"	1893	Sarnia, Ont	52 5	12 5	5 0	36	24	30 sc ..	Blind River Towing Co., Ltd., Sarnia Ont.

96,842	James Mayhew...	Port Arthur........	......	....	40 0	10 6	4 7	17	12	— sc ..	Eli J. Nuttall, Port Arthur, Ont.
116,971	James Neilson...	Chatham, N.B......	1904	Chatham, N.B.........	61 0	14 5	5 7	31	21	8 sc .	Wm. Damery and H. B. McDonald, J. O., Chatham, N.B.
107,945	James Norris.....	St. Catharines.	1868	Port Dalhousie, Ont.....	74 0	14 6	7 6	50	34	36 sc ..	James T. Davis, Montreal, Que.
100,943	James Playfair ...	Collingwood	1894	Collingwood, Ont.......	50 0	11 6	6 0	26	18	3 sc ..	F. W. Doty, Goderich, Ont.
116,398	James Reid......	Sarnia..........	1875	Wilmington, Del., U.S.A	117 0	23 0	12 7	181	123	94 sc ..	The Reid Wrecking Co., Ltd., Sarnia, Ont.
92,307	James Storey	Collingwood	1888	Collingwood, Ont........	63 0	14 2	7 3	49	33	14 sc ..	H. W. Saxton, Aylmer, Ont.
121,709	James Whalen ...	Toronto.......	1905	Toronto, Ont.....	108 0	24 0	13 0	313	156	66 sc ..	The Canadian Shipbuilding Co., Ltd., Toronto, Ont.
85,369	Janet Craig	Ottawa.............	1884	Bristol, Que	50 0	13 0	3 9	12	6	20 sc ..	W. G. Workman, Ottawa, Ont.
117,191	Jap.............	Kenora........... .	1905	Kenora, Ont.....	23 0	6 0	2 5	3	2	1 sc ..	Scott & Hudson Building Co., Ltd., Kenora, Ont.
97,107	Jean..	Port Burwell	1889	Buffalo, N.Y., U.S.A...	49 0	12 4	4 4	21	14	4 sc ..	Harry H. Boyd, Port Burwell, Ont.
122,064	Jean............	Montreal...........	1905	Montreal, Que..... ...	35 8	8 3	3 6	7	4	2 sc ..	Charles O. Clark, Bay St. Paul, Que.
92,560	Jeanne..... ...	"	1888 1898	"	73 7	10 2	7 0	37	25	10 sc ..	L. J. Tarte, Montreal, Que.
77,925	Jennie B.........	Charlottetown	1878	Chatham, N.B..........	41 9	8 3	3 2	20	11	8 pa..	R. W. Cunningham, Antigonish, N.S.
71,102	Jennie G. Harper.	Chatham, Ont	1874	"	48 0	8 7	3 0	20	18	12 sc ..	Jas. Pilgrim, Meaford, Ont.
100,795	Jennie June.....	New Westminster. .	1887	Seattle, Wash., U.S.A..	29 8	8 0	3 8	4	4	1 sc ..	J. A. Clarke, New Westminster, B.C.
107,814	Jennie Mac. ...	Peterborough.	1899	Peterborough, Ont.. ..	33 2	7 2	3 4	5	3	6 sc ..	C. B. McAllister, Peterborough, Ont.
74,400	Jennie Willson ...	Toronto	1879	Toronto, Ont.........	36 3	7 8	3 6	7	5	6 sc ..	The Snider Lumber Co., Ltd., Waterloo, Ont.
107,898	Jessie	Quebec.......... .	1879	Buffalo, N.Y., U.S.A...	46 0	12 5	5 5	19	13	7 sc ..	Achille Bernier, St. Joseph de Lévis, Que.
112,069	Jessie....... . ..	Peterborough.	1900	Bayonne, Mich., U.S.A.	31 0	7 5	3 6	9	6	2 sc ..	Stanley Burton, Peterborough, Ont.
107,721	Jessie......... .	Vancouver.........	1899	Jersey City, N.J., U.S.A.	45 4	10 0	3 9	9	6	15 sc ..	Controller Northwest Mounted Police, Ottawa, Ont.
107,744	Jessie Bain..... ..	Kingston....... . .	1888	Clayton, N.Y., U.S.A...	70 8	14 8	5 0	67	41	14sc ..	The St. Lawrence River Steamboat Co., Ltd. Kingston, Ont.
103,643	Jessie Forward ...	"	1896	Millhaven, Ont...	36 6	7 7	4 2	6	4	2 sc ..	J. F. Walsh, Napanee, Ont.
96,780	Jessie Gray......	Halifax......	1889	Marble Mt., N.S........	80 0	17 9	5 7	76	48	20 pa..	Bras d'Or Lime Co., Ltd., Halifax, N.S.
70,288	Jessie Hall.	Montreal..........	1867	Buffalo, N.Y., U.S.A...	83 5	17 0	8 8	57	29	120 sc ..	Montreal Transportation Co., Ltd., Montreal, Que.
97,009	Jessie Hume	St. Catharines......	1894	St. Catharines, Ont.	62 9	15 4	8 3	58	40	38 sc ..	Minister of Public Works, Ottawa, Ont.

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116,245	Jessie M.	Sault Ste Marie	1903	Algoma, Mills Ont.	42 0	10 0	4 2	14	8	1½ sc	Alphonse Metiver, Algoma Mills, Ont.
117,115	Jessie Mac	Vancouver	1905	Vancouver, B.C.	61 5	16 0	7 5	57	39	8 sc	John McDawen, Vancouver, B.C.
100,635	Joan	Victoria	1892	Victoria, B.C.	176 8	30 0	11 0	821	544	85 sc	Esquimalt & Nanaimo Ry. Co., Victoria, B.C.
111,572	Joe	Toronto	1900	Huntsville, Ont.	65 0	13 0	4 9	57	39	6 sc	The Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
74,371	Joe Knight	St. Catharines	1867	Buffalo, N.Y., U.S.A.	35 5	11 3	4 4	14	11	10 sc	Jas. Murray, St. Catharines, Ont.
111,670	John	Montreal	1902	Pt. Fortune, Que.	65 0	24 0	3 3	34	21	1 pa.	Merile Larocque, Point Fortune, Que.
92,556	John A	"	1888	Montreal, Que.	57 2	12 8	5 6	20	13	3 sc	J. C. Weir, Montreal, Que.
107,853	John C. Barr	Dawson	1898	Unalaska, Alaska, U.S.A.	144 6	28 2	4 8	547	316	150 pa.	R. B. Snowdon, Dawson, Yukon Territory.
121,705	John Fraser	Toronto	1905	Parry Sound, Ont.	31 5	8 0	3 2	6	4	½ sc	John Fraser, Parry Sound, Ont.
112,084	John Glenn	Kenora	1899	Keewatin, Ont	32 0	10 0	3 4	14	4	3 pa.	Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
92,387	John Haggart	Kingston	1887	Perth, Ont.	99 9	17 5	6 0	184	104	65 sc	W. C. Fremlin, St. Joseph Island, Ont.
85,519	John Hanlan	Toronto	1884	Port Dalhousie, Ont.	71 0	16 0	6 0	37	25	25 sc	Lawrence Solman, Toronto, Ont.
90,691	John Hunter	St. Catharines	1885	St. Catharines, Ont.	54 6	12 8	6 3	32	22	14 sc	James Murray, St. Catharines, Ont.
107,136	John J. Noble	Goderich	1901	Goderich, Ont.	68 1	15 1	6 9	33	23	13 sc	Dominion Fish Co., Ltd., Winnipeg, Man.

103,693	John Jordan	Sault Ste. Marie	1896	Bay City, Mich., U.S.A.	29 7	8 0	3 0	6	3	5 sc	Blind River Towing Co., Blind River, Ont.
97,037	John L. Cann	Yarmouth	1891	Yarmouth, N.S.	97 8	19 8	9 0	166	77	34 sc	H. B. Cann, Yarmouth, N.S.
107,242	John L. Card	Victoria	1897	New Westminster, B.C	92 0	24 0	8 0	141	96	5 sc	Federation Brand Salmon Canning Co., Ltd., Victoria, B. C.
100,122	John Lee Senior	Wallaceburg	1888	Wallaceburg, Ont	86 0	21 0	7 2	88	60	9 sc	John Lee, sr., Wallaceburg, Ont.
94,919	John Logie	Southampton	1893	Goderich, Ont	76 0	13 8	5 5	37	25	13½ sc	John Logie, Southampton, Ont.
77,992	John McDonald	Ottawa	1879	Ottawa, Ont	48 0	8 6	3 0	24	16	6 sc	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,137	John McKay	Goderich	1901	Goderich, Ont	68 1	15 1	6 9	34	23	14 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
112,339	John McRae	Collingwood	1905	Meaford, Ont	62 0	14 0	6 4	34	23	10 sc	John McRae, Meaford, Ont.
70,290	John Pratt	Montreal	1874	Montreal, Que.	96 0	19 2	7 3	70	21	40 sc	The Minister of Public Works, Ottawa, Ont.
117,121	John Randall	Kingston	1905	Kingston, Ont	104 4	22 5	7 7	166	76	13½ sc	John Randall, M.O., Seeley's Bay, Ont.
103,033	John Thomson	Ottawa	1889	Quinze Bay, Que	39 0	8 6	3 3	5	4	5 sc	R. A. Klock, Klock's Mills, Ont.
92,309	John William	Collingwood	1888	Fesserton, Ont	36 0	10 9	4 0	14	10	12 sc	W. W. Carter, Fesserton, Ont.
107,666	Johnnie H	Quebec	1899	Quebec, Que	41 0	10 4	4 0	14	5	10 sc	Wm. Hackett, sr., Quebec, Que.
92,541	Joliette	Montreal	1887	Montreal, Que	45 0	15 6	3 8	13	9	16 sc	Stewart S. Joseph and Jessie Joseph, J. O., Stanstead, Que.
116,262	Jolly Four	Toronto			36 0	10 5	4 6	10	7	1 sc	Harry Oldfield, Parry Sound, Ont.
100,669	Jopl	Kingston	1895	Newboro', Ont	52 2	7 8	3 6	11	7	9 sc	John Paul, Newboro', Ont.
107,804	Joseph	St. John, N.B	1899	St. John, N.B	58 6	16 4	7 4	54	37	17 sc	Andrew B. Ruddock, St. John, N.B.
107,621	Joseph Clossett	New Westminster	1898	Lake Bennett, B.C	80 0	21 0	4 5	147	93	3½ pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,047	Joseph Taylor	Ottawa	1894	Lac Dumoine, Que	37 0	15 7	3 6	17	9	20 pa	J. R. Booth, Ottawa, Ont.
103,669	Josie	Winnipeg	1897	Kenora, Ont	32 0	7 8	4 2	12	7	1 sc	D. L. Mather, Kenora, Ont.
85,496	Juanita	Toronto	1880	Hamilton, Ont	30 0	6 6	2 8	3	2	5 sc	James Moreau, Port Severn, Ont.
121,734	Juanita	Vancouver	1906	Vancouver, B.C	19 8	7 2	2 2	3	2	½ sc	Albert French, Vancouver, B.C.
103,936	Jubilee	Chatham, N.B	1897	Douglastown, N.B	43 9	11 6	4 8	17	11	3 sc	William Anderson, Church Point, N. B.
90,529	Jubilee	Chatham, Ont	1888	Algonac, Mich., U.S.A.	53 6	10 6	. . .	10	7	— sc	J. H. Ferguson, *et al.*, Blenheim, Ont.
103,645	Jubilee	Kingston	1897	Kingston, Ont	84 2	15 4	5 0	117	78	10 sc	Temiskaming Navigation Co., Ltd., Mattawa, Ont.

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103,953	Jubilee	Montreal	1897	Sorel, Que.	66 4	10 5	3 7	25	17	2 sc	G. K. Van and H. W. Albro, J.O., Megantic, Que.
107,082	Jubilee	Ottawa	1897	Ottawa, Ont.	35 3	6 5	3 0	2	1	4 sc	Geo. Gale, *et al.*, Ottawa, Ont.
92,723	Jubilee	Toronto	1887	Port Carling, Ont.	30 6	5 4	3 4	3	2	1 sc	Joseph S. Wallace, Port Carling, Ont.
103,580	Julian V. O'Brien	Collingwood	1888 1892	Buffalo, N.Y., U.S.A.	70 0	16 5	8 2	59	31	14 sc	Wm. E. Bigwood, Toronto, Ont.
90,764	Juno	Goderich	1887	Goderich, Ont.	62 0	14 0	6 0	28	19	40 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
100,415	Juno	Ottawa	1890	March Landing, Ont.	49 0	9 2	8 0	17	8	10 sc	Wm. H. Berry, March, Ont.
90,771	Juno	Windsor, Ont.	1885	Wallaceburg, Ont.	139 7	26 8	8 8	288	196	175 sc	William J. Pulling, *et al.*, Windsor, Ont.
103,062	Juno	Yarmouth	1895	Yarmouth, N.S.	37 0	9 2	4 0	9	2	2 sc	L. E. Baker (Estate), Yarmouth, N.S.
90,571	Kaministiquia	Port Arthur	1886	Toronto, Ont.	109 0	22 0	7 0	150	91	45 sc	A. J. Thompson, *et al.*, J.O., Port Arthur, Ont.
96,999	Kaslo	New Westminster	1892	Kootenay Lake, B.C.	62 0	13 5	6 0	51	35	13½ sc	C. Sweeny, Vancouver, B.C.
107,827	Kaslo	Victoria	1900	Kaslo, B.C.	173 5	27 0	7 4	765	370	32 pa	A. H. MacNeill, Rossland, B.C.
107,887	Kate	Montreal	1900	Montreal, Que.	67 0	16 2	7 9	61	42	13 sc	Gerhard R. Lomer, Montreal, Que.

80,726	Kate........	Quebec....	1880	Lévis, Que........ .. .	48 9	12 6	6 0	23	7	18 sc ..	John Taylor, Montreal, Que.
117,034	Kate........	Sault Ste. Marie	1899	Bay Mills, Mich., U.S.A.	63 0	16 0	6 9	63	30	8 sc ..	Joseph Ganley, Sault Ste. Marie, Ont.
112,175	Kate........	Toronto...	1902	Toronto, Ont.	63 0	9 3	4 0	22	15	4 sc ..	H. M. Mowat, Toronto, Ont.
71,224	Kate Marks	Sault Ste. Marie....	1875	Bruce Mines, Ont......	52 0	13 6	5 6	54	43	4 sc .	Thomas Marks, Port Arthur, Ont.
83,38	Kate Murray.....	Toronto	1878	Hamilton, Ont	36 6	6 5	3 0	3	2	5 sc ..	Mrs. Mary J. Vanderburg, Port Carling, Ont.
121,912	Kathleen	Kenora............	1906	Kenora, Ont......	60 0	13 6	4 0	51	35	3 sc ..	Albert Robertson and Russell E. Doucett, Kenora, Ont.
116,631	Kathleen...	Lindsay	1905	Lindsay, Ont	66 0	14 0	4 0	37	26	6 sc ..	Edward Elliott, M.O., Lindsay, Ont.
112,235	Kathleen....	St. John, N.B......	1903	St. John, N.B........	38 7	7 4	3 5	6	4	8 sc ..	George W. Cooke, St. John, N.B.
90,574	Kathleen.	Toronto	1886	Toronto, Ont........	84 0	18 0	5 5	110	72	35 sc ..	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,687	Katie	St. John, N.B . .	1896	Jersey City, N.J., U.S.A.	30 0	6 7	2 8	4	3	— sc .	C. P. Chisholm, Oakville, Ont.
111,538	Katie	Vancouver.........	1900	Vancouver, B.C.	25 5	7 8	2 4	3	2	1 sc ..	Gordon H. Hardie and Nicholas Thompson, Vancouver, B.C.
107,786	Katie Bell..	Ottawa	1898	Montreal, Que....	31 0	6 4	2 4	2	2	4 sc ..	John B. McRae, Ottawa, Ont.
107,871	Kawartha.......	Lindsay...........	1900	Bobcaygeon, Ont..	46 0	9 6	3 6	17	11	10 sc ..	William Burgoyne, Fenelon Falls, Ont.
103,680	Keenora	Toronto...........	1897	Kenora, Ont	119 9	28 0	8 3	486	269	38 sc .	J. T. Horne, Fort William, Ont.
107,210	Keewatin	Kenora	1899	Kenora, Ont......	69 0	16 5	6 2	82	50	13 sc ..	J. T. Horne, Fort William, Ont.
103,660	Keewatin.......	Winnipeg..... ...	1896 1900	Selkirk, Man...	49 0	10 0	3 3	20	14	16 sc ..	Ewing & Fryer Fish Co., Ltd., Selkirk, Man.
121,789	Kegabonga..	Ottawa	1899	Kegabonga Lake, Que..	36 0	16 0	3 3	14	9	2 pa..	Gilmour & Hughson, Ltd., Ottawa, Ont.
111,780	Kelowna.	Victoria........ ..	1902	Kelowna, B.C...	78 0	18 8	5 6	65	44	4 sc ..	D. Lloyd-Jones, Kelowna, B.C.
107,745	Kenirving.......	Kingston.....	1900	Smith's Falls, Ont	104 4	20 8	6 7	145	70	25 sc ..	Edward Smith, Storrington, Ont.
100,047	Kenneth....... .	Brockville....	1889	Alexandria Bay, N.Y., U.S.A.	38 0	6 8	3 3	4	2	2 sc ..	Geo. Morrow, Cornwall, Ont.
88,329	Kenogami.......	Quebec.......	1886	Quebec, Que..	48 7	12 8	5 0	21	14	10 sc ..	Evan J. Price, Quebec, Que.
94,935	Kenosha..........	Linsday	1891	Linsday, Ont.......... .	112 0	20 0	6 5	266	170	100 pa..	Jos. B. Parkin, M. O., Lindsay, Ont.
85,512	Kenozha.........	Toronto...........	1883	Gravenhurst, Ont.......	100 8	18 2	6 2	225	124	16 sc ..	The Muskoka & Nipissing Nav. Co., Ltd., Gravenhurst, Ont.
116,332	Kestrel	Ottawa....	1903	Vancouver, B.C.........	126 0	24 0	12 2	311	188	59 sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
116,379	Kestrel...........	Port Arthur........	1904	Port Arthur, Ont.......	36 5	9 5	4 0	13		$\frac{5}{6}$ sc ..	P. S. Bowell, *et al.*, J. O., Port Arthur, Ont.

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111,564	Kestrel	Toronto	1900	Toronto, Ont	38 0	8 0	3 5	7	5	3 sc	James Playfair, Midland, Ont.
100,046	Kilbirnie	Brockville	1887	Alexandria Bay, N.Y., U.S.A.	45 0	7 0	3 7	15	10	10 sc	R. J. Brodie, Smith's Falls, Ont.
100,409	Kildare	Hamilton	1901	Hamilton, Ont	32 0	7 5	3 6	5	4	4 sc	Wm. Lafarelle, Hamilton, Ont.
96,988	Kildonan	Vancouver	1891	Victoria, B.C	68 3	14 2	6 9	51	32	14 sc	Ernest E. Evans, Vancouver, B.C.
102,022	Kilkeel	Parrsboro	1895	Paisley, G.B	135 0	21 0	9 4	252	56	39 sc	The Kilkeel Company Ltd., Toronto, Ont.
97,114	Killarney Belle	Collingwood	1892	Collingwood, Ont	52 0	12 0	5 6	28	19	3 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
116,213	King Bird	Quebec	1898	Sorel, Que	34 8	6 0	3 0	5	4	1 sc	Chas. Pagé, Three Rivers, Que.
111,600	King Edward VII	New Westminster	1904	Port Guichon, B.C	60 0	13 5	6 5	58	40	11 sc	G. H. French, Vancouver, B.C.
116,985	Kingfisher	Kenora	1904	Kenora, Ont	65 0	14 1	10 0	77	52	19 sc	Rat Portage Lumber Co. Ltd., Kenora, Portage, Ont.
111,654	Kingston	Toronto	1901	Toronto, Ont	288 0	36 2	13 3	2,925	1,909	273 pa	The Richelieu & Ontario Nav. Co., Montreal, Que.
94,760	Kingsville	St. John, N.B	1889	Rothesay, N.B	17 5	14 2	7 5	37	25	40 sc	Chas. D. Masson, St. John, N.B.
121,973	Kiora	Victoria	1906	Victoria, B.C	37 0	10 7	4 3	12	9	2 sc	Walter Scott Chambers, Victoria, B.C.
107,664	Kiskisink	Quebec	1899	Island of Orleans, Que	26 6	6 6	3 4	3	3	1 sc	Nazaire Simoneau, Lake Kiskisink, Que.
83,159	Kismet	Belleville	1894	Belleville, Ont	36 4	7 2	3 0	5	4	10 sc	E. B. Burrell, Belleville, Ont.

116,240	Kittie	Weymouth	1891	U.S.A.	27 0	10 4	3 5	5	5	⅚ sc	Mrs. Sarah May Farnsworth, Haverhill, Mass., U.S.A.
100,098	Kitty J.	St. John, N.B	1889	Baldwinsville, N. Y., U.S.A.	27 5	5 8	1 8	1	1	2 sc	F. Burton, Benton, N.B.
116,257	Klein	Toronto	1903	Toronto, Ont	39 0	10 0	5 0	15	10	3 sc	Mrs. Elizabeth A. Knowles, Toronto, Ont.
103,928	Klondike	Peterborough	1898	Peterborough, Ont	25 0	5 0	3 0	2	1	2 sc	E. W. Jenkins, Magnetawan, Ont.
107,200	Klondike	Winnipeg	1896	Prince Albert, Sask	42 6	8 8	3 8	8	4	1 sc	J. McK. Smith, Prince Albert, Sask.
103,305	Kokanee	New Westminster	1896	Nelson, B.C	142 5	24 8	5 7	348	165	19 pa	Canadian Pacific Railway Co., Montreal, Que.
103,164	Kootenay	Vancouver	1897	Naknsp, B.C	183 5	32 6	6 2	1,117	732	21 pa	" " "
111,820	Kootney	"	1900	Nelson, B.C	43 0	8 0	3 9	8	5	2 sc	Edgar Dewdney, Victoria, B.C.
121,758	Kuskanook	Vancouver	1906	Nelson, B.C	193 5	30 9	7 0	1,008	548	32 pa	Canadian Pacific Ry. Co., Montreal, Que.
92,596	L. Boyer	Halifax	....	U.S.A	82 0	17 8	7 4	60	49	12 sc	The A. C. Whitney Co., Ltd., Halifax, N.S.
107,382	L'Ami	Ottawa	1898	Ottawa, Ont	36 0	6 2	2 4	2	2	4 sc	E. Chateauvert. *et al.*, Ottawa, Ont.
92,770	L'Ami	Quebec	1890	Lévis, Que	38 0	10 7	4 4	16	8	20 sc	A. Bernier, Lévis, Que.
78,031	La Belle	Chatham, Ont	1879	Belle River, Ont	72 0	20 4	5 9	75	58	10 sc	H. A. Hackett, Amherstburg, Ont.
82,778	La Canadienne	Ottawa	1880	Port Glasgow, G.B	154 3	22 7	10 9	372	227	60 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
107,866	La France	Dawson	1902	Lower Labarge, Y.T	99 8	19 4	3 4	201	169	4 pa	R. W. Calderhead, Dawson, Y.T.
59,478	La Have	Lunenburg	1871	Yarmouth, N.S	58 0	15 0	7 0	49	34	60 sc	F. J. Logan and S. Sutherland, Musquodoboit Harbour, N.S.
88,616	La Have Packet	"	1884 1904	Mahone Bay, N.S	72 0	21 4	8 8	73	68	4 sc	J. N. Rafuse, M.O., La Have, N.S.
90,884	La Tour	Yarmouth	1888	Yarmouth, N.S	97 3	20 7	7 8	154	99	30 sc	Hugh B. Cann, Yarmouth, N.S.
121,830	La Tuque	Montreal	1906	Grandes Piles, Que	76 0	20 4	4 7	110	79	6 sc	Ovila Laing and Maxime Clouthier, Grandes Piles, Que.
100,765	Ladas	Toronto	1894	Cache Bay, Ont	73 0	15 0	7 0	54	37	21 sc	Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
121,767	Lady Clare	Vancouver	1906	Vancouver, B.C	27 0	6 0	2 1	1	1	1 sc	Alfred M. Clare, Vancouver, B.C.
61,443	Lady Dufferin	Chatham, N.B	1874	Miramichi, N.B	79 5	18 0	4 8	47	29	15 sc	Joseph A. Russel, Vancouver, B.C.
103,512	Lady Eileen	Gaspé	1905	Port Glasgow, G.B	168 2	31 0	19 6	921	526	104 sc	The Interprovincial Navigation Co., of Canada, Ltd., Campbellton, N.B.

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74,027	Lady Ellen........	Winnipeg..........	1877	Toronto, Ont........	46 0	11 5	5 0	19	13	4 sc ..	Hugh Armstrong, Selkirk, Man.
77,863	Lady Forrest..	Quebec..........	1878	Quebec, Que............	31 0	8 5	3 6	6	4	12 sc ..	Godfrey Charles Lomer, Montreal, Que.
111,913	Lady Franklin....	Toronto	1901	Sparrow Lake, Ont......	36 0	7 6	2 8	5	4	1 sc ..	Thos. Stanton, Sparrow Lake, Ont.
122,014	Lady Grey	Ottawa.............	1906	Barrow, G.B........	172 0	32 2	15 9	733	65	353 sc ..	The Minister of Marine and Fisheries, Ottawa, Ont.
77,911	Lady Ida..........	Port Hope...	1878	Lindsay, Ont............	54 0	11 9	2 5	28	17	16 pa..	John Eldridge, Omemee, Ont.
112,399	Lady Laurier....	Ottawa..............	1902	Paisley, G.B............	214 9	34 2	17 2	1,051	413	186 sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
107,498	Lady Laurier.....	Quebec...........	1898	Quebec, Que	22 0	5 5	2 5	2	2	2½ sc .	P. Rousseau, Quebec, Que.
116,641	Lady Minto ..	Ottawa..............	1903	Temiscamingue, Que....	141 0	41 6	8 0	403	254	42 pa..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,760	Lady Smith	Toronto	1893	Barrie, Ont..............	40 0	7 0	2 7	6	4	1 sc ..	Charles C. Pilkey, Orillia, Ont.
117,125	Lady of the Isles..	Kingston	1901	Kingston, Ont..........	31 6	7 2	2 9	5	3	1 sc ..	J. H. Davis, Kingston, Ont.
80,846	Lady of the Lake..	Halifax........... .	1880	Porter's Lake, N.S	33 5	8 4	4 0	5	3	6 sc ..	John A. McCallum, Windsor, N.S.
112,140	Lady of the Lake..	Kingston...........	1902	Kingston, Ont..........	41 8	8 0	3 6	7	4	3 sc ..	Chas. J. Gibson, Toronto, Ont.
....	Lady of the Lake..	Montreal............	1867	Magog, Que	152 6	25 6	8 9	607	369	....	F. A. McKinnon, Montreal, Que.
111,854	Lady of the Lake..	Owen Sound	1902	Thornbury, Ont.........	70 0	14 6	5 0	47	25	35 sc ..	Frank Henman, M.O., Thornbury, Ont.

100,289	Lady of the Lake..	Peterborough.......	1897	Bridgenorth, Ont..	60 0	10 5	3 6	33	19	25 sc..	W. B. Kelly, Bridgenorth, Ont.
90,576	Lady of the Lake..	Toronto...........	1886	Bala, Ont..............	49 6	8 4	4 6	10	7	2 sc..	The Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont
72,683	Lady of the Lake..	Victoria...........	1878	Dease Lake, Cassiar, B.C.	60 0	10 2	5 0	21	13	12 sc..	J. McKenzie, Cassiar, B.C.
103,661	Lady of the Lake..	Winnipeg..........	1897	Selkirk, Man..........	105 0	18 5	8 9	201	155	13 sc..	Northern Fish Co., Ltd., Winnipeg, Man.
116,258	Lake............	Toronto...........	1901	Kingston, Ont..........	40 0	11 4	5 6	13	5	10 sc..	Fred. D. Brown, Toronto, Ont.
83,373	Lake Joseph....	"	1880	Gravenhurst, Ont.	52 0	10 3	4 0	28	19	10 sc..	The Muskoka & Nipissing Nav. Co., Ltd., Gravenhurst, Ont.
88,537	Lake Michigan...	Hamilton	1872	St. Catharines, Ont.....	136 0	23 9	11 5	588	360	80 sc..	Malcolm Mackenzie, *et al.*, J. O., Sarnia, Ont.
116,757	Lakefield........	Toronto.....	1904	Sparrow Lake, Ont......	63 0	14 0	5 0	33	22	2 sc..	Frank Stanton and A. F. Stanton, Sparrow Lake, Muskoka, Ont.
90,778	Lakeside.........	Windsor, Ont.	1888	Windsor, Ont.	121 0	26 0	9 3	348	220	200 sc..	Lakeside Navigation Co., Ltd., Walkerville, Ont.
121,824	Lancaster........	Montreal..	1895	Lancaster, Ont..........	65 9	18 2	4 8	40	27	3 sc..	Louis Marcil, Lancaster, Ont.
90,604	Lansdowne.......	Ottawa....	1884	Maccan, N.S..	188 6	32 1	15 8	680	463	80 sc..	The Minister of Marine and Fisheries, Ottawa, Ont.
88,629	Lansdowne.	Windsor, Ont.......	1884	Wyandotte, Mich., U.S.A	294 0	41 3	13 0	1,571	908	1000 pa..	Grand Trunk Railway Co., Montreal, Que.
103,107	Laprairie.	Montreal........	1869 1894	Montreal, Que........ Sorel "	197 3	28 0	8 2	600	372	48 pa..	Montreal Safe Deposit Co., Montreal, Que.
107,092	Lapwing.........	Victoria......	1898	Victoria, B.C......	78 9	22 0	6 0	151	98	3 sc..	Wm. Rogers, *et al.*, Victoria, B.C.
112,242	Lara..	New Westminster...	1902	Vancouver, B.C.........	29 2	8 0	3 2	8	5	4/5 sc..	St. Mungo Canning Co., Ltd., New Westminster, B.C.
103,891	Lardeau...	" ...	1896	Lardeau, B.C........ ...	42 2	8 8	4 6	10	7	1 sc..	Fred Robertson Lumber Co., Ltd., Revelstoke, B. C.
111,951	Lark.......	New Westminster...	1904	New Westminster, B. C.	76 0	13 0	2 8	58	37	7 sc..	Peter Burrill, Ltd., Vancouver, B.C.
112,070	Lassie....	Peterborough.. ...	1903	Hastings, Ont....	36 0	7 5	3 3	6	4	8 sc..	T. A. Fraser, Hastings, Ont.
112,225	Latona..	St. John, N.B	1902	St. Mary's, N.B.	51 1	11 7	4 0	23	15	12 sc..	Fredericton Broom Co., Fredericton, N. B.
85,531	Laura	Chatham, N.B......	1883	Yarmouth, N.S.........	53 3	10 5	4 9	14	8	12 sc..	John C. Miller, Derby, N.B.
116,989	Laura A.........	Kenora.......	1905	Fort Frances, Ont.	44 5	9 5	4 0	26	17	6 sc..	G. C. Allan, Fort Frances, Ont.
117,130	Laura B.........	Kingston...... ..	1906	Gananoque, Ont........	23 4	5 4	2 2	2	1	4/5 sc..	George A. Whitmarsh, Gananoque, Ont.
107,171	Laura Grace.....	Port Arthur.......	1901	Collingwood, Ont.......	76 0	16 6	11 0	86	58	16 sc..	The Lake Superior Tug Co., Ltd., Port Arthur, Ont.
116,247	Laura Hickler....	Sault Ste. Marie....	1883	Buffalo, N. Y., U. S. A.	46 9	9 8	4 8	13	9	2 sc..	W. W. Grant and C. H. Ramsay, J. O., Spanish Station, Ont
94,768	Laura M........	Owen Sound...	1894	Meaford, Ont..	44 0	10 3	4 6	18	12	25 sc..	Nicholas Jorgenson, Port Coldwell, Ont.

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107,878	Laura Mc.	Lindsay	1900	Lindsay, Ont.	26 0	6 2	2 6	2	2	5 sc	Thomas McConnell, Lindsay, Ont.
103,093	Laurier	Montreal	1893 1899	Sorel, Que Montreal, Que	59 8	16 7	4 0	19	13	2 sc	Mrs. Elizabeth Brulé, Sorel, Que.
103,356	Le Brochu	Quebec	1894	Cedar Hall, Que	51 5	11 7	6 0	19	13	23 sc	R. M. Blais, Cedar Hall, Que.
103,147	Le Colon	"	1894	Roberval, Que	78 8	23 8	4 4	173	109	11 pa	E. F. Würtele, Quebec, Que.
116,226	Le Roberval	"	1902	"	85 8	22 5	4 4	126	71	10 pa	La Cie de Pulpe de Roberval, Roberval, Que.
117,112	Le Roi	Vancouver	1905	Vancouver, B.C.	108 3	21 6	12 0	196	133	51 sc	T. J. Kickham, Vancouver, B.C.
103,141	Lea	Quebec	1893	Three Rivers, Que.	42 6	9 8	3 4	12	8	2 sc	J. Arel, Three Rivers, Que.
100,882	Leader	St. John, N.B	1894	St. John, N.B	56 6	13 0	6 0	29	20	5 sc	T. M. Elston, *et al.*, Westfield, N.B.
100,926	Leclair	Ottawa	1885	Ottawa, Ont	16 8	5 6	2 2	1	1	1 sc	F. Leclair, Ottawa, Ont.
100,049	Lee	Brockville	1897	Kingston, Ont	46 0	9 3	4 1	9	7	4 sc	J. McGraw, Brockville, Ont.
112,333	Leighton McCarthy	Collingwood	1904	Collingwood, Ont.	63 0	13 6	6 6	36	25	10 sc	W. A. Clarke and Thomas Drever, Collingwood, Ont.
121,977	Leila	Victoria	1906	Vancouver, B.C.	36 0	9 0	3 6	10	5	1 sc	George L. Courtney, Victoria, B.C.
111,455	Lemoine	Winnipeg	1898	McArthur's Landing, Man.	30 2	9 3	3 2	5	4	12 sc	Minister of Public Works, Ottawa, Ont.
103,243	Lena	Montreal	1881	Lake Megantic, Que	48 3	14 2	4 3	22	15	5 sc	G. H. Flint, Montreal, Que.

107,842	Lena	Simcoe	1898	St. Williams, Ont	45 0	11 5	5 3	14	8	19 sc	Edward W. and Allan Ross, J. O., Tp. of Dunne, Ont.
122,079	Lena	Toronto	1906	Hamilton, Ont	25 5	6 2	2 7	3	2	1 sc	Henry Louis Bastien, Hamilton, Ont.
88,453	Lennox	Arichat	1887	Dartmouth, N.S	61 0	17 8	7 5	66	42	30 pa	John Murchison, Grand River, N.S.
112,278	Lenora	Montreal	1900	Seven Islands, Que	38 0	8 3	4 0	8	6	7 sc	The Seven Islands Company, Montreal, Que.
103,707	Lenore	Halifax	1897	Yarmouth, N.S	44 0	11 0	5 0	15	5	10 sc	J. W. Smith, West Quoddy N.S.
90,816	Lenore	Port Hope	1887	Cobourg, Ont	39 0	7 3	3 5	6	4	9 sc	H. Dennis, Cobourg, Ont.
107,893	Leo	Montreal	1896	Montreal, Que	34 9	7 4	3 0	2	1	1 sc	W. W. Cooke, Grenville, Que.
100,928	Leon	Ottawa	1893	High Falls, Que	44 7	10 3	3 6	15	12	10 sc	L. Cyr, High Falls, Que.
107,738	Leone	Kingston	1899	Rockport, Ont	37 4	7 0	2 9	4	3	6 sc	Frederick Huck, Rockport, Ont.
80,903	Leonora	Vancouver	1876	Vancouver, B.C	57 0	9 0	5 3	33	18	15 sc	John Card and John Reynolds, Vancouver, B.C.
88,526	Lewis	Hamilton	1887	Hamilton, Ont	24 6	6 3	2 0	1	1	3 sc	John Bradley, Dundas, Ont.
75,638	Lewis Shickluna	St. Catharines	1878	St. Catharines, Ont	45 4	11 0	5 7	16	11	25 sc	Jas. Murray, St. Catharines, Ont.
107,813	Libbie	Peterborough	1898	Lakefield, Ont	28 5	5 8	2 4	3	2	4 sc	Wellington McDonald, Lakefield, Ont.
116,279	Liberty	Halifax	1903	Sheet Harbour, N.S	76 5	20 3	7 5	96	42	75 sc	D. W. B. Reid, Halifax, N.S.
107,156	Lightning	Vancouver	1898	Vancouver, B.C	140 0	30 0	5 0	557	351	43 pa	James A. Williams, Dawson, Y.T.
111,869	Lilias	Ottawa	1902	Ottawa, Ont	36 0	8 0	3 5	2	2	4 sc	Thos. F. Ahearn, Ottawa, Ont.
103,847	Lillian	"	1896	"	26 0	6 3	2 0	2	1	4 sc	S. G. Lindsay, Ottawa, Ont.
94,767	Lillian	Owen Sound	1893	Owen Sound, Ont	30 0	7 1	3 6	6	5	6 sc	Chas. Martin, jr., Simcoe, Ont.
103,635	Lillian B	Ottawa	1896	Ottawa, Ont	39 6	7 3	2 8	4	3	4 sc	P. P. Salter, Carleton Place, Ont.
88,238	Lillie	Brockville	1888	Brockville, Ont	32 2	6 6	2 9	3	2	4 sc	A. Ferguson, Escott, Ont.
85,543	Lillie	Chatham, N.B	1883	Yarmouth, N.S	64 9	17 1	7 8	72	49	60 sc	R. C. Elkin, Ltd., Fairville, N.B.
88,521	Lillie	Hamilton	1885	Hamilton, Ont	70 0	14 0	5 0	50	34	20 sc	S. J. Sandford, M.O., Barrie, Ont.
97,131	Lillie H	Quebec	1891	Quebec, Que	43 1	12 5	5 0	19	7	12 sc	R. H. Scougall, Quebec, Que.
94,911	Lillie Smith	Southampton	1888	Saugeen, Ont	130 0	26 0	9 4	275	187	200 sc	George E. Smith, Southampton, Ont.
103,219	Lillie of the Valley	Ottawa	1891	Deux-Rivières, Ont	33 1	7 7	2 5	2	2	6 sc	P. Sage, Mackey's Station, Ont.

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94,985	Lilly	Toronto	1890	Oakville, Ont.	50 0	13 3	3 2	22	15	3 sc	The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
80,020	Lilly Glasier	St. John, N.B	1880	Indiantown, N.B.	123 9	24 4	7 2	209	132	40 pa.	Parker Glasier, Lincoln, Sunbury Co., N.B.
103,574	Lilly May	Collingwood	1895	North River, Ont.	32 0	9 0	5 2	10	7	1 sc	United Factories, Ltd., Toronto, Ont.
107,255	Lily	New Westminster	1898	New Westminster, B.C.	32 0	6 8	3 0	9	6	1½ sc	R. S. Johnson New Westminster, B.C.
111,545	Lily	Vancouver	1900	Vancouver, B.C.	29 0	9 7	4 0	7	5	3 sc	John J. Vickers, Vancouver, B.C.
116,469	Lily	"	1904	Vancouver, B.C.	30 0	9 6	3 6	12	8	3 sc	Wm. Hickey and Robert Kelly, Vancouver, B.C.
103,277	Lina	Chatham, N.B.	1894	Chatham, N.B.	53 2	11 7	5 8	26	18	12 sc	Robert Loggie, M.O., Black Brook, N.B.
117,008	Linda	Vancouver.	1904	Vancouver, B.C.	52 0	13 4	6 9	37	25	9 sc	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
112,183	Linden	Toronto	1902	Magnetawan, Ont.	40 0	6 0	2 6	4	3	1 sc	Henry Walton, Magnetawan, Ont.
100,250	Lion	Halifax	1888	Halifax, N.S.	47 4	15 6	5 0	27	18	8 sc	Louis Hefler, Halifax, N.S.
74,342	Lion	Port Hawkesbury	1875	Picton, N.S.	49 5	13 3	5 1	20	13	36 sc	George C. Read, Oxford, N.S.
112,187	Lion	Toronto	1902	Dunchurch, Ont.	31 5	7 3	2 7	5	3	1 sc	Albert McCallum, Toronto, Ont.
111,459	Little Bobs	Winnipeg.	1902	Selkirk, Man	38 0	9 2	3 5	13	9	1 sc	Winnipeg General Power Co., Ltd., Winnipeg, Man.
92,758	Little Emely	Quebec	1889	Quebec, Que	28 0	8 0	3 2	6	4	7 sc	Louis Gagnon, Pentecost River, Que.

85,474	Little Gem......	Port Dover.........	1886	Simcoe, Ont......	24 4	6 5	2 3	2	2	5 sc..	Henry Groff, Simcoe, Ont.
121,702	Little Jap........	Toronto.....	1902	Racine, Wis., U.S.A....	22 5	5 6	2 0	2	1	⅘ sc..	A. V. Donaldson, Parry Sound, Ont.
103,849	Little Roxy.......	Ottawa.....	1896	Baie des Pères, Que.....	41 7	8 3	3 0	12	7	4 sc..	M. Rothchilds, Baie des Pères, Que.
83,076	Lizzie.........	"	1881	Sand Point, Ont........	37 0	5 8	2 4	2	1	5 sc..	D. K. Cowley, Renfrew, Ont.
103,223	Lizzie..........	"	1885	Kingston, Ont	23 3	4 4	2 0	1	1	1 sc..	J. Gillies, Carleton Place, Ont.
107,131	Lizzie May.....	Goderich.....	1897	Goderich, Ont	55 0	12 1	4 8	18	12	12 sc..	V. C. Wilman and Henry Bennett, J.O., Manitoulin Island, Ont.
111,565	Llano	Toronto...........	1900	Toronto, Ont......	61 3	8 0	3 8	14	9	7 sc..	Elmore Harris, Toronto, Ont.
94,927	Lloyd S. Porter...	Picton, Ont.........	1893	Port Huron, Mich., U.S.A	159 7	29 5	10 0	489	379	43 sc..	Arthur W. Hepburn, Picton, Ont.
100,198	Logger...	Vancouver....... ...	1891	Vancouver, B.C...	44 0	14 0	3 9	19	13	5 sc..	Lawrence O'Brien, Vancouver, B.C.
121,836	Lolita..	St. John, N.B......	1897	Boston, Mass., U.S.A..	46 1	10 0	4 8	14	10	4 sc..	Stephen Philip Gerow, St. John, N.B.
90,531	Longueuil........	Montreal.........	1884 1890	Montreal, Que.... ... Sorel, "	170 1	57 5	9 1	379	231	75 pa..	The Montreal Safe Deposit Co., Montreal, Que.
112,230	Lord Kitchener...	St. John, N.B.	1903	St. John, N.B	93 3	22 1	10 7	161	110	47 sc..	John E. Moore, St. John, N.B.
111,501	Lord Roberts....	"	1900	"	61 0	16 5	7 6	56	38	16 sc..	John E. Moore, St. John, N.B.
99,478	Lord Strathcona..	Quebec....	1902	South Shields, G.B......	160 0	27 2	13 6	495	76	250 sc..	J. L. Davies, Lévis, Que.
116,728	Lord Wolseley....	St. John, N.B ...	1905	Parrsboro, N.S.	68 8	18 0	8 0	73	50	16 sc..	John E. Moore. M.O., St. John, N.B.
107,940	Lorelei..........	New Westminster...	1898	Skagway, Alaska, U.S.A	49 6	10 0	3 1	32	20	1 pa..	John Leech, Dawson, Y.T.
111,874	Loretta...... . ..	Yarmouth..........	1902	Tusket, N.S...........	43 0	10 3	4 3	12	8	20 sc..	Hilaire LeBlanc, Tusket Wedge, N.S.
107,816	Lorielie..	Peterborough.......	1899	Lakefield, Ont..........	38 2	7 7	2 9	6	4	6 sc..	Melville Strickland, Lakefield, Ont.
103,576	Lorna Doone.. ..	Collingwood.......	1896	Parry Sound, Ont.... .	61 0	8 8	4 2	26	18	4 sc..	Mrs. Carrie E. Pratt, Parry Sound, Ont.
100,758	Lorna Doone.....	Toronto........ ...	1893	Orillia, Ont.......	36 0	8 0	4 2	5	4	1 sc..	W. H. Edwards, Bracondale, Ont.
78,041	Lorne	Quebec...	1879	Derby, N.B	43 0	6 8	3 1	6	4	8 sc..	Charles King, Quebec, Que.
94,809	Lorne	Victoria......	1889	Victoria, B.C....... ...	151 0	26 0	13 2	288	159	114 sc..	Vancouver Tug Boat Co., Ltd., Victoria, B.C.
117,035	Lorne Hale.......	Sault Ste Marie....	1893	Simcoe, Ont...........	37 3	10 1	3 8	22	14	2 pa..	James Joseph McFadden, Sault Ste. Marie, Ont.
103,884	Lorne Hall. .. .	Ottawa............	1895	Cook's Mills, Ont.......	37 0	16 0	3 6	14	9	20 pa.	J. R. Booth and Thos. Hall, Jr, Ottawa, Ont.
71,170	Lothair	Port Hope....	1872	St. Catharines, Ont . . .	129 8	23 1	11 7	413	281	87 sc..	J. C. Miller, Parry Sound, Ont.

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103,659	Lotta S.	Winnipeg	1896	Kenora, Ont.	56 0	13 0	5 9	48	33	2 sc	Northwest Fish Co., Ltd., Winnipeg, Man.
116,295	Lottie	Charlottetown	1899	Georgetown, P.E.I.	29 6	7 9	2 4	3	3	5 sc	W. A. O. Morson, Charlottetown, P.E.I.
90,608	Lottie	Ottawa	1885	Aylmer, Que.	40 0	8 4	4 6	10	9	4 sc	Canadian Pacific Railway Co., Montreal, Que.
83,453	Lottie	Victoria	1883	Victoria, B.C.	51 0	12 5	5 5	29	11	6 sc	Albert Cotton, Vancouver, B.C.
111,547	Lottie N.	Vancouver	1900	Irving, B.C.	58 0	14 0	7 7	34	14	14 sc	Frank Irving, Skeena River, B.C.
116,311	Lotus	Amherstburg	1884 1901	Standerville, Mich., U.S.A.	42 0	8 0	4 0	7	5	16 sc	Wm. Berry, Port Stanley, Ont.
117,175	Lotus	Windsor, Ont.	1906	Detroit, Mich. U.S.A.	44 4	10 6	5 7	26	18	11 sc	John H. Willmott, Beaumaris, Muskoka, Ont.
117,025	Louis A.	Sydney	1903	Port Hawkesbury, N.S.	25 5	6 6	3 5	3	3	1 sc	L. A. Petrie, Glace Bay, N.S.
72,959	Louisa	St. Catharines	1875	Port Dalhousie, Ont.	26 0	6 6	3 3	6	5	3 sc	C. Cottrell, Sault Ste. Marie, Ont.
100,126	Louisa	Wallaceburg	1902	Wallaceburg, Ont.	55 0	9 6	4 0	13	9	6 sc	John Lee, Sr., Wallaceburg, Ont.
83,582	Louisburg	Montreal	1881	Sunderland, G.B.	260 0	36 0	18 5	1,816	1,182	225 sc	Steamship Louisburg Co. Ltd., Sydney, N.S.
117,124	Louise	Kingston	1905	Kingston, Ont.	28 8	6 5	2 7	3	2	2 sc	John H. Davis, Kingston, Ont.
107,420	Louise	Montreal	1899	New York, N.Y., U.S.A.	18 7	4 9	2 1	1	1	1 sc	Walter Kavanagh, Montreal, Que.
103,447	Louise	Ottawa	1887	Carleton Place, Ont.	25 2	5 0	2 6	1	1	2 sc	J. E. Turgeon, Ottawa, Ont.

80,947	Loyalist	Chatham, N.B.	1882	Chatham, N.B.	62 2	11 2	4 4	18	11	20 pa.	John A. Flett, M. O., Nelson, N.B.
85,581	Loyalist	St. John, N.B.	1882	Portland, N.B	27 5	6 0	3 6	3	2	3 sc.	Thos. Miller, St. John, N.B.
103,969	Lucia	Montreal.	1898	Sorel, Que	66 7	15 1	7 1	41	28	11 sc.	Sincennes McNaughton Line, Ltd., Montreal, Que.
116,801	Luciana	Sorel	1904	Sorel, Que	42 4	13 0	6 0	18	12	16 sc.	Stephen Paul, Sorel, Que.
75,526	Lucie	Montreal	1877	"	49 0	12 3	3 5	24	17	12 pa.	Joseph Duval, Nicolet, Que.
116,761	Lucille	Toronto	1889	Detroit, Mich., U.S.A.	62 0	11 2	4 2	30	20	9 sc.	The C. Beck Mfg. Co., Ltd., Penetanguishene, Ont.
121,668	Lucina	Quebec.	1905	Portneuf, Que	47 5	14 8	6 3	32	22	3 sc.	Joseph Ford, jr., Portneuf, Que.
121,757	Lucky Jim	Vancouver			29 5	8 3	2 6	7	5	½ sc.	George H. West, and Donald Watson, Vancouver, B.C.
121,871	Ludivica	Yarmouth	1906	Tusket Wedge, N.S.	45 0	11 2	5 4	17	11	6 sc.	Hilaire T. LeBlanc, Tusket Wedge, N.S.
116,646	Lucy Clive	Ottawa	1900	Port Hawkesbury, N.S.	42 2	9 5	5 5	13	9	10 sc.	Minister of Customs, Ottawa, Ont.
121,831	Ludlow	St. John, N.B	1905	St. John, N.B	114 0	34 4	11 7	534	363	33 sc.	The City of St. John, N.B.
80,591	Luella	Toronto	1880	Toronto, Ont.	66 0	13 3	6 0	38	26	24 sc.	The Toronto Ferry Co., Ltd., Toronto, Ont.
116,250	Lulu Eddy	Sault Ste. Marie	1888	West Bay City, Mich., U.S.A.	51 3	13 3	5 6	29	18	6 sc.	J. Ganley, Sault Ste. Marie, Ont.
112,008	Lulu M. Ray	Port Arthur	1888	Luddington, Mich., U.S.A.	56 0	12 0	6 0	33	25	5 sc.	Jas. Whalen, Port Arthur, Ont.
116,993	Lurcher	Ottawa	1903	Toronto, Ont.	121 3	24 7	19 0	396	269	17 sc.	Minister of Marine and Fisheries, Ottawa, Ont.
100,229	Lurline	Halifax	1893	New York, U.S.A	21 0	5 4	3 2	2	1	2 sc.	F. D. Corbett, Halifax, N.S.
90,780	Lurline	Windsor, Ont.	1888	Windsor, Ont.	78 8	16 3	7 8	66	40	100 sc.	J. H. Walker, Walkerville, Ont.
96,845	Luther Westover	Sarnia	1877	Bay City, Mich., U.S.A.	112 8	19 0	6 3	127	80	90 pa.	Boutelle Towing & Wrecking Co., Ltd., Sarnia, Ont.
116,934	Lyackson	Victoria	1905	Valdez Island, B.C.	47 2	10 8	4 7	22	11	4 sc.	John Brazil, Valdez Island, B.C.
107,884	Lyon C.	Montreal	1900	Montreal, Que	55 5	10 9	5 3	19	13	5 sc.	Mrs. Elizabeth Brulé, Sorel, Que.
94,905	Lytton	New Westminster	1890	Revelstoke, B.C	131 0	25 5	4 8	452	285	17 pa.	Canadian Pacific Ry. Co., Montreal, Que.
112,143	M. & W.	Kingston.	1902	Kingston, Ont	40 6	10 1	4 0	8	6	8 sc.	David A. Mitchell, Gananoque, Ont.
103,137	M. E. Hackett	Quebec	1894	Quebec, Que	70 2	18 8	7 4	78	53	75 sc.	W. Hackett, Quebec, Que.

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103,571	M. G. McDonald..	Collingwood...	1895	Collingwood, Ont.......	58 0	13 0	6 0	29	20	4 sc..	J. P. McDonald, Blind River, Ont.
77,598	M. P. Davis......	Montreal..	1879	Lachine, Que...........	40 5	10 7	5 3	11	8	15 sc..	The Harbour Commissioners, Montreal, Que.
97,806	M. S. Dollar......	Victoria	1890	Yarrow-on-Tyne, G.B...	375 0	46 3	28 3	4,216	2,674	202 sc..	Stanley Dollar Co., Ltd., Victoria, B.C.
....	M. T. Co. (No. 1).	Montreal...........	1871	Montreal, Que	84 2	24 5	8 1	148	41	....	Montreal Transportation Co., Ltd., Montreal, Que.
92,434	Mabel..	Toronto	1886	Penetanguishene, Ont...	39 0	10 4	3 6	11	8	2 sc..	R. Miller and J. Miller, J.O., Ingersoll, Ont.
100,044	Mabel C..........	Brockville..........	1893	Brockville, Ont.........	25 0	6 2	3 6	4	3	6 sc..	Minister of the Interior, Ottawa, Ont.
107,259	Mabel F..........	New Westminster...	1898	Linderman, B.C........	40 0	10 0	4 0	10	7	1 sc..	E. G. Tenant, Atlin, B.C.
107,365	Mabel G..........	Toronto...........	1898	Penetanguishene, Ont...	36 0	8 3	3 6	10	8	3 sc..	Wm. McM. Thomson, Penetanguishene, Ont.
103,787	Mabel K..	Halifax...... ...	1898	Lockeport, N.S.........	41 9	11 0	5 3	15	10	1 sc..	John A. Neville, Halifax, N.S.
107,195	Mabel M.	Southampton	1901	Port Elgin. Ont.	39 0	7 0	3 6	7	5	1 sc..	Andrew Campbell, Port Elgin, Ont.
100,037	Mabel McDonald.	Toronto............	1891	Toronto, Ont...........	64 0	14 3	7 8	42	28	15 sc..	Alexander Manning and R. Macdonald, J.O., Toronto, Ont.
107,445	Mable........ ...	New Westminster...	1898	Vancouver, B.C....... .	31 6	8 8	3 4	5	4	1 sc..	Geo. Brymner, New Westminster, B.C.
103,974	Macannamac	Quebec.	1891	Carleton Place, Ont.. ..	30 2	6 6	3 1	4	4	6 sc..	Megantic Fish and Game Club, Agnes, Que.
93,932	Macassa....	Hamilton	1888 1905	Port Glasgow, G.B.... Collingwood, Ont.....	178 4	24 1	16 3	529	234	95 sc..	Hamilton Steamboat Co., Ltd., Hamilton, Ont.

111,940	McClintock	Lindsay	1894	Simcoe, Ont.	36 8	10 5	3 9	21	13	3 pa..	R. C. Carter, M.O., Deseronto, Ont.
117,117	McCulloch	Vancouver	1905	Vancouver, B.C.	64 0	14 7	6 7	39	27	12 sc ..	R. J. M. Webbe, Vancouver, B.C.
111,568	McLean Bros	Toronto	1900	Goderich, Ont	22 3	5 0	2 1	2	1	1 sc ..	Frank H. McLean, Stratford, Ont.
88,321	McNaughton	Montreal	1886	Lévis, Que	92 0	18 4	8 4	137	37	80 sc ..	Sincennes McNaughton Line, Ltd., Montreal, Que.
100,424	Madawaska	Ottawa	1893	Arnprior, Ont	37 0	15 0	3 0	15	7	20 pa..	H.F. McLachlin and Claude McLachlin, J.O., Arnprior, Ont.
103,813	Madge	Belleville	1898	Belleville, Ont	36 8	7 5	4 0	9	6	8 sc ..	P. C. Jones, Belleville, Ont.
111,961	Madge	Picton, Ont	1902	Picton, Ont	40 0	8 0	3 8	7	5	4 sc ..	A. W. Hepburn, Picton, Ont.
85,405	Magdalen	Magdalen Islands	1906	Shelburne, N.S	98 6	21 6	8 8	135	92	28 sc ..	William G. Leslie, Grindstone, Magdalen Islands, Que.
74,377	Maggie	St. Catharines	1873	Buffalo, N.Y., U.S.A	62 0	16 0	6 2	37	26	50 sc ..	Edward Armstrong, Port Colborne, Ont.
94,752	Maggie M	St. John. N.B	1888	Portland. N.B	68 3	16 3	8 7	66	45	30 sc ..	Wm. H. Mowery, St. John, N.B.
85,329	Maggie McLean	Owen Sound	1886	Sauble Mills, Ont	69 0	14 0	6 6	37	25	9 sc ..	French River Boom Co., Essex, Ont.
83,387	Maggie Mason	Toronto	1882	Toronto, Ont	53 0	17 0	5 4	56	33	12 sc ..	O. Matthews and A. Matthews, J.O., St. Catharines, Ont.
94,683	Maggie May	Collingwood	1889	Meaford, Ont	58 0	14 0	6 0	46	31	5 sc ..	Wm. Farr, jr., Parry Sound, Ont.
96,908	Maggie May	Kingston	1891	Washburne, Ont	51 7	13 2	5 4	29	20	20 sc ..	Thos. Weir, Chatham, Ont.
100,086	Maggie Miller	St. John, N.B	1892	Milledgeville, N.B	78 5	24 0	5 7	105	66	24 sc ..	Robert W. White, St. John, N.B.
90,706	Maggie R. King	Montreal	1872	Port Robinson, Ont	50 0	13 0	6 0	27	18	20 sc ..	Wm. Finn, *et al.*, Cascade Point, Que.
90,700	Maggie R. Mitchell	St. Catharines	1873	"	50 0	13 9	7 4	40	27	35 sc ..	M. J. Haney, *et al.*, Toronto, Ont.
103,167	Magnet	New Westminster	1897		47 0	11 3	5 2	24	16	7 sc ..	The B.C. General Contract Co., Ltd., Vancouver, B.C.
103,690	Magnolia	Midland	1898	Midland, Ont	136 0	21 4	13 7	367	191	56 sc ..	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
107,781	Mahigama	Ottawa	1899	Pembroke, Ont	60 7	12 2	5 0	20	19	12 sc ..	Pembroke Navigation Co., Ltd., Pembroke, Ont.
116,515	Mahone	Lunenburg	1904	Mahone Bay, N.S	86 0	19 8	10 5	127	79	24 sc ..	Abraham Ernst, M. O., Mahone Bay, N.S.
90,692	Maid of the Mist	St. Catharines	1885	Niagara Falls, Ont	71 1	16 1	6 6	62	33	75 sc ..	Richard Carter, Niagara Falls, Ont.
121,728	Maid of the Mist	Vancouver	....	U.S.A	33 0	6 4	2 8	6	4	1 sc ..	Robert Porter, Vancouver, B.C.
97,112	Maida	Collingwood	1888	Little Current, Ont	29 0	9 0	2 9	3	2	3 sc ..	T. J. Bateman, Sheguindah, Ont.
103,925	Maida Vale	Peterborough	1902	Hastings, Ont	46 5	9 3	4 0	19	13	2 sc ..	Henry G. Buck, Norwood, Ont.

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100,801	Maine	Victoria	1894	Victoria, B.C.	34 4	9 0	4 0	9	6	2½ sc	The Skeena River Commercial Co., Ltd., Vancouver, B.C
100,658	Maisonneuve	Ottawa	1894	Smith's Falls, Ont.	75 7	9 7	7 3	26	18	9 sc	Minister of Marine and Fisheries, Ottawa, Ont.
100,950	Majestic	Collingwood	1895	Collingwood, Ont.	209 0	35 0	12 6	1,578	1,073	123 sc	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
107,693	Majestic	Montreal	1899	Toronto, Ont.	110 0	21 9	5 2	275	156	33 sc	The Star Line Steamship Co., Ltd., Indiantown, N.B.
103,922	Majestic	Peterborough	1897	Young's Point, Ont.	76 0	15 5	4 0	68	53	— sc	P. P. Young, Young's Point, Ont.
121,771	Majestic	Winnipeg	1904	Bad Throat, Man.	78 0	16 0	7 0	64	44	4 sc	James Stewart, Winnipeg, Man.
167,203	Majestic	Winnipeg	1898	Fort Frances, Ont.	82 0	15 6	4 8	135	95	5 sc	Rainy River Navigation Co., Ltd., Kenora, Ont.
103,714	Malcolm Cann	Yarmouth	1898	Lockeport, N.S.	112 0	20 1	10 8	212	78	53 sc	H. B. Cann, Yarmouth, N.S.
107,683	Malinche	Prescott	1904	Ogdensburg, N.Y., U.S.A	37 7	6 5	3 6	7	5	3 sc	Captain W. J. Murphy, Morrisburg, Ont.
107,243	Mamie	New Westminster	1892	New Westminster, B.C.	32 0	6 0	3 0	5	4	1 sc	A. M. Snider, Vancouver, B.C.
107,875	Maneta	Lindsay	1900	Bobcaygeon, Ont.	66 0	13 4	3 8	34	23	40 sc	Geo. A. Smith, Bobcaygeon, Ont.
121,940	Manetto	Halifax	1906	Dartmouth, N.S.	57 5	16 7	7 0	29	21	6 sc	Auxiliary Fishing Co., Ltd., Halifax, N. S.
116,211	Manicouagan	Quebec	1899	Bic, Que	50 2	13 0	5 0	29	19	3 sc	The Manicouagan & English Bay Export Co., Quebec, Que.
96,860	Manistique	Sarnia	1882	Gibralter, U.S.A.	151 1	31 1	12 5	474	322	50 sc	The Sarnia Bay Towage & Salvage Co., Ltd., Sarina, Ont.
94,879	Manitoba	Montreal	1889	Owen Sound, Ont.	303 0	38 1	14 7	2,616	1,699	300 sc	Canadian Pacific Railway Co., Montreal, Que.

107,140	Manitou	Goderich	1903	Goderich, Ont	137 2	24 2	9 1	470	297	42 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
111,451	Man ou	Winnipeg	1900	Winnipegosis, Man	92 0	18 8	6 4	108	59	7 sc	H. Armstrong, Portage la Prairie, Man.
107,692	Manolia	Toronto	1898	Toronto, Ont	30.4	8 8	3 9	6	4	1 sc	Fred. Mills, Tp. of Monck, Ont.
96,711	Mansfield	Ottawa	1889	Ottawa, Ont	104 6	31 8	9 0	169	137	80 sc	F. X. St. Jean, Gatineau Point, Que.
....	Manxman	Montreal	1873	Sorel, Que	72 5	16 0	4 6	74	47	....	J. O. Lafrenière, Montreal, Que.
100,407	Maple Leaf	Hamilton	1898	Hamilton, Ont	53 0	9 0	6 5	32	22	2 sc	Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
71,164	Maple Leaf	Peterborough	1884	Lindsay, Ont	59 0	12 0	4 2	26	18	15 sc	The Kennedy & Davis Milling Co., Ltd., Lindsay, Ont.
112,015	Maple Leaf	Port Arthur	1902	Rossport, Ont	30 0	7 2	3 0	5	4	½ sc	John Boon, Rossport, Ont.
103,679	Maple Leaf	Toronto	1892	Toronto, Ont	37 0	7 0	3 0	12	8	13 sc	S. Brown, Bracebridge, Ont.
100,033	Maple Leaf	"	1891	"	38 3	8 4	4 4	7	5	1 sc	Gardner Boyd, Toronto, Ont.
116,788	Maple Leaf	Vancouver	1904	Vancouver, B.C.	54 0	14 7	8 5	35	24	5 sc	Alexander McLaren, Buckingham, Que.
121,715	Maple Leaf	Vancouver	1905	Vancouver, B.C	52 0	13 8	5 5	40	27	10½ sc	Jas. H. Sparks, Vancouver, B.C.
116,938	Maple Leaf	Victoria	1905	Galiano Island, B.C.	32 0	8 0	3 4	9	5	1 sc	James Wintermute, Ladysmith, B.C.
107,697	Margherita	Toronto	1899	Midland, Ont	57 0	10 5	6 8	31	15	7½ sc	James Playfair, Midland, Ont.
116,699	Marguerite	Kenora	1902	Mine Centre, Ont	28 0	8 2	4 0	6	4	⅚ sc	M. H. and Robt. Smith, Fort Frances, Ont.
92,510	Marguerite	St. Andrews	1877	Newbury, N.Y., U.S.A.	44 4	11 7	7 0	20	12	20 sc	Charles N. Skinner, St. John, N.B.
94,848	Marguerite	Windsor, Ont.	1879	Detroit, Mich, U.S.A	35 2	8 1	3 5	8	5	2 sc	John Anderson, Windsor, Ont.
117,176	Marguerite	Windsor, Ont.	1906	Windsor, Ont.	23 0	6 9	2 9	4	3	10 sc	Joseph Parent, Windsor, Ont.
112,027	Maria	Quebec	1901	Portneuf, Que	49 2	13 6	4 8	31	21	6 sc	W. J. Poupore, Ottawa, Ont.
117,108	Marie	Ottawa	1902	Toronto, Ont.	33 5	8 5	3 0	4	4	⅓ sc	D. O'Connor, Temagami, Ont.
103,816	Marie	Port Arthur	1895	Detroit, Mich., U.S.A.	34 7	7 0	3 6	3	2	2 sc	E. L. Davis, Fort Frances, Ont.
66,045	Marie	Quebec	1872	Sorel, Que	72 1	15 5	3 3	31	21	15 pa	H. Brulé, Sorel, Que.
111,498	Marie Alma	"	1900	Roberval, Que	64 0	14 2	5 0	52	36	4 sc	Joseph Derry, Roberval, Que.
100,358	Marie Josephine	"	1891	Rivière du Loup, Que	88 4	22 8	8 2	117	80	20 sc	J. W. Harris, Montreal, Que.
107,876	Marie Louise	Lindsay	1900	Lindsay, Ont	51 7	14 8	5 2	32	15	3 sc	Jos. Briggs Parkin, Lindsay, Ont.

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92,754	Marie Louise	Quebec	1889	Lévis, Que	93 6	17 6	5 9	99	63	200 pa.	Cascapedia Pulp & Lumber Co., Quebec, Que.
111,627	Marie Louise	"	1896	Trois Rivière, Que	37 7	7 6	3 7	6	5	1 sc.	Joseph Veilleux, Alma Ville, Shawenegan Falls, Que.
121,662	Marie Stella	Quebec	1905	St. Alexis, Que	45 6	12 8	5 4	24	16	10 sc.	Joseph Pagé, St. Alexis, Que.
103,935	Marietta	Chatham, N.B	1897	Chatham, N.B	44 6	9 3	3 9	7	5	2 sc.	Jos. L. Phillips, Mira Gut, N.S.
85,532	Marina	Yarmouth	1883	Tusket, N.S	66 0	14 7	5 8	32	16	15 sc.	H. B. Cann, Yarmouth, N.S.
85,657	Marion	Halifax	1876	New York, N.Y., U.S.A	142 4	26 5	8 0	478	269	49 pa.	Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
116,946	Marion	Kenora	1904	Prince Albert, Sask	64 0	12 0	2 8	32	21	1 sc.	Rich. Deacon, Prince Albert, Sask.
117,074	Marion	Toronto	1905	Sombra, Ont	34 7	10 0	3 8	9	6	1 sc.	W. F. Ball, Sombra, Ont.
122,151	Mariposa	Vancouver	1906	Vancouver, B.C	22 8	6 9	3 0	4	3	1 sc.	William B. Hood, Vancouver, B.C.
121,935	Marita	Halifax,	1905	Dartmouth, N.S	29 0	4 5	3 6	3	2	15 sc.	David R. Turnbull, Halifax, N.S.
107,248	Marjorie	Dawson	1898	New Westminster, B.C.	36 5	8 3	3 0	20	12	1 pa.	H. C. Lisle, Dawson, Y.T.
111,873	Markland	Yarmouth	1902	Yarmouth, N.S	47 0	12 6	5 0	22	15	6 sc.	Willard M. Kelley, Yarmouth, N.S.
83,160	Marmora	Belleville	1896	Marmora, Ont	35 0	8 7	4 5	13	9	6 sc	Geo. B. Blocker, Marmora, Ont.
88,488	Marquis	Winnipeg	1882	Winnipeg, Man	201 0	33 5	5 3	754	475	84 pa.	Winnipeg & Western Transportation Co., Ltd., Winnipeg, Man.

116,973	Marshall W	Chatham, N.B.	1905	Chatham, N.B	31 4	10 3	3 0	6	4	4 sc	W. A. Bryenton, Derby, N.B.
100,871	Martello	St. John, N.B	1893	Jemseg, N.B	51 5	13 0	6 0	34	23	11 sc	The J. F. Bridges Tug Boat Co., Ltd., Gagetown, N.B.
111,768	Martha	Kingston	1902	Kingston, Ont	28 6	6 7	2 8	2	2	5 sc	Mrs. Martha Wessels, Kingston, Ont.
121,772	Marvyl	Winnipeg	1905	The Landing, Manitoba.	120 0	26 0	8 0	225	153	27 sc	Manitoba Gypsum Co., Ltd., Winnipeg, Man.
71,214	Mary	Sarnia	1874	Port Huron, Mich., U.S.A.	64 5	16 2	7 0	62	28	45 sc	P. Larkin, St. Catharines, Ont.
117,027	Mary	Sydney	1905	Mahone Bay, N.S.	52 0	14 3	6 6	19	18	2 sc	Henry McDonald, Glace Bay, N.S.
61,154	Mary A. Laughlin.	Toronto	1871	Buffalo, N.Y., U.S.A.	48 0	10 5	5 0	23	12	42 sc	J. J. Westgate, Montreal, Que.
77,550	Mary Ann	Pictou, N.S.	1880	Wallace, N.S.	50 5	12 3	6 7	25	17	40 sc	O. Smith, Richibucto, N.B.
92,647	Mary Arnott	Wallaceburg	1886	Midland, Ont.	31 0	10 0	3 2	8	6	1 sc	D. Lowrey, Brantford, Ont.
71,113	Mary Beck	Collingwood	1876	Penetanguishene, Ont	48 0	10 4	5 2	16	11	30 sc	John Gidley, Penetanguishene, Ont.
117,026	Mary E. Daisley	Sydney	1905	Aspy Bay, N.S	54 3	12 5	4 3	17	16	1 sc	A. Daisley, Dingwall, N.S.
103,821	Mary Ellen	Cornwall	1896	Cornwall, Ont	57 4	13 4	8 8	20	14	6 sc	J. Jessmer and M. Jessmer, Cornwall, Ont.
....	Mary Ellen	Port Hope	1868	Lindsay, Ont	55 1	13 6	3 1	81	51	....	William Needler, Lindsay, Ont.
72,966	Mary Ethel	Picton, Ont	1879	Trenton, Ont	93 0	15 0	5 4	99	56	89 pa	Trenton & Bay of Quinté Nav. Co., Ltd., Trenton, Ont.
107,839	Mary F. Graff	Victoria	1898	Seattle, Wash., U.S.A.	177 6	35 7	6 0	864	544	26 pa	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
88,491	Mary Hatch	Winnipeg	1881	Kenora, Ont	107 6	20 0	6 8	121	82	11 sc	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
103,860	Mary Jane	Halifax	1890	Noank, Conn., U.S.A.	49 8	14 6	6 4	29	20	10 sc	Isaac H. Mathers, Halifax, N.S.
85,523	Mary Louise	Toronto	1884	Franklin, Ont	68 0	15 6	6 6	64	43	30 sc	Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
90,740	Mary Odell	Chatham, N.B	1881	Bristol, Me., U.S.A.	55 8	12 7	6 0	29	20	10 sc	F. P. Loggie, M.O., Chatham, N.B.
121,825	Mary P. Hall	Montreal	1898	Ogdensburg, N.Y., U.S.A	82 2	20 3	10 2	104	43	42 sc	The Montreal Transportation Co., Ltd., Montreal, Que.
97,019	Mary R.	St. Catharines	1897	Port Colborne, Ont.	47 3	16 0	9 6	44	30	27 sc	David McLeod, Port Colborne, Ont.
121,913	Mascot	Kenora	1900	Detroit, Mich., U.S.A.	36 0	8 0	3 0	8	7	2 sc	George Drewry, Kenora, Ont.
92,415	Mascott	Chatham, N.B	1888	Chatham, N.B	69 1	19 0	8 4	71	48	45 sc	John T. Rundle, Chatham, N.B.
94,764	Mascott	Owen Sound	1890	Meaford, Ont	52 9	12 5	4 9	21	14	20 sc	James Pilgrim, Meaford, Ont.
103,549	Mascotte	Lunenburg	1896	Dartmouth, N.S	64 2	14 6	6	35	24	18 sc	G. W. Naas, Lunenburg, N.S.

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90,572	Mascotte..	Toronto..........	1886	Toronto, Ont..	70 0	13 8	3 0	49	33	15 sc ..	The Toronto Ferry Co., Ltd, Toronto, Ont.
100,396	Masonic..........	Hamilton	1893	Hamilton, Ont...	58 4	10 6	3 9	39	26	25 sc ..	William C. Gidley, Hamilton, Ont.
103,569	Massawippi.	Montreal...........	1895	North Hatley, Que	40 0	7 6	3 4	4	3	3½ sc ..	Jos. J. Sampson, North Hatley, Que.
117,193	Mather....... ...	Kenora.	1905	Toronto, Ont..........	87 5	19 0	10 5	145	98	32 sc ..	Keewatin Lumbering & Manufacturing Co., Ltd., Keewatin, Ont.
107,416	Mathilda....... ..	Montreal	1899	Sorel, Que.............	72 0	20 1	10 4	114	69	21 sc ..	Sincennes McNaughton Line, Ltd., Montreal, Que.
73.947	Mattawan.. ...	Ottawa.	1876	Portsmouth, Ont........	50 0	10 4	3 2	22	15	15 sc ..	Canadian Pacific Railway Co., Montreal, Que.
122,213	Mattie	Toronto	1903	Toronto, Ont...........	22 0	5 7	2 7	2	1	⅘ sc ..	Clarence Meredith Hinks, Toronto, Ont.
112,202	Maud	Hamilton.....	1905	Hamilton, Ont.........	32 5	7 0	3 6	4	3	⅚ sc ..	D. Reynolds, Dundas, Ont.
107,386	Maud	Ottawa.....	1898	Grand Rapids, Mich, U.S.A.	16 0	3 8	1 8	1	1	1 sc ..	G. W. Smith, Gatineau Point, Que.
69,615	Maud........ ...	Quebec............	1874	New Liverpool, Que.....	72 5	15 8	5 7	54	34	41 pa.	Antoine St. Pierre, Three Rivers, Que.
107,172	Maud C	Port Arthur........	1897	Rossport, Ont..... ...	30 0	9 2	...	5	3	1 sc ..	Thos. Craigie, Rossport, Ont.
116,753	Maud D...... .	Toronto...........	1904	Penetanguishene, Ont ..	71 3	15 6	6 0	81	51	11 sc ..	A. A. Osborne and J. L. Ferrier, J.O., Midland, Ont.
94,687	Maud S	Collingwood.... ..	1889	Collingwood, Ont........	44 0	10 6	4 8	14	11	3 sc ..	H. N. Truesdell, Collingwood, Ont.
....	Maude	Montreal......	1871	Montreal, Que	112 4	21 1	7 4	269	144	— pa..	Ottawa River Navigation Co., Montreal, Que.

64,136	Maude	Victoria	1872	San Juan Island, Wash., U.S.A.	113 5	21 0	9 0	175	94	13 sc	The British Columbia Salvage Co., Ltd., Victoria, B.C.
116,481	Maude	Wallaceburg	1902	Wallaceburg, Ont.	60 2	13 5	5 0	19	13	3 sc	J. Cooper, Chatham, Ont.
116,456	Maude Annis	Vancouver	1903	Annis, B.C.	56 0	12 5	4 7	23	15	4 sc	The Kamloops Lumber Co., Ltd., Toronto, Ont.
107,812	Maude Moore	Peterborough	1899	Peterborough, Ont.	42 0	8 4	3 5	9	6	12 sc	W. J. Snodgrass, Okanagan Falls, B.C.
107,162	Maxie	Collingwood	1898	Meaford, Ont.	44 0	11 2	3 8	16	11	2½ sc	Clare Thorn, *et al.*, J.O., Port Stanley, Ont.
111,667	May	Montreal	1893	Middleton, Conn., U.S.A.	56 4	11 4	4 0	21	15	5 sc	W. D. B. Scott, Montreal, Que.
85,292	May	"	1881 1899	Buffalo, N.Y., U.S.A. Montreal, Que	44 0	12 2	5 8	21	14	7 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.
116,949	May	Kenora	1904	Kenora, Ont.	25 0	6 0	3 0	3	2	6 sc	Frank Gustafson and A. Ralph, J.O., Kenora, Ont.
107,450	May	Vancouver	1898	Birkenhead, G.B.	31 5	7 3	3 8	6	4	6 sc	Geo. Howe, Union Bay, B.C.
107,460	May	"	1899	Vancouver, B.C.	29 0	8 7	3 3	8	5	2 sc	A. W. LePage, Vancouver, B.C.
97,105	May B.	Port Burwell	1900 1901	Port Burwell, Ont.	49 0	10 1	3 6	10	6	6 sc	C. C. Bates, Clear Creek, Ont.
100,751	May Bird	Toronto	1893	Toronto, Ont.	76 0	19 0	3 9	46	32	3 sc	G. Hastings and S. W. Marchment, J. O., Toronto, Ont.
94,690	May Flower	Collingwood	1890	Port Severn, Ont.	49 0	10 0	4 0	26	17	3 sc	F. Morrua, Waubaushene, Ont.
72,587	May Flower	Kingston	1877	Kemptville, Ont.	50 2	9 3	4 0	29	16	13 sc	Jas. McLaren, Buckingham, Que.
116,861	May Flower	Ottawa	1904	Combermere, Ont.	77 0	18 0	4 0	59	38	13 pa	H. E. Hudson, Combermere, Ont. and J. C. Hudson, Barry's Bay, Ont. J.O.
103,929	May Flower	Peterborough	1897	Peterborough, Ont	25 5	6 4	3 6	6	4	5 sc	Elizabeth Donnell, Peterborough, Ont.
75,698	May Flower	Quebec	1878	Quebec, Que	35 9	9 3	6 0	13	9	16 sc	P. J. Holden, Quebec, Que.
97,065	May Queen	Pictou, N.S.	1892	Charlottetown, P.E.I.	53 3	16 0	5 8	36	18	40 sc	Fred. Magee, Port Elgin, N.B.
59,243	May Q	St. John, N.B	1869	Carleton, N.B.	160 0	24 7	8 4	539	340	60 pa	May Queen Steamship Co., Ltd., Chipman, N.B.
83,125	Mayflower	Halifax	1881	Halifax, N.S	48 8	9 8	6 0	18	10	12 sc	Walter Cavill, Halifax, N.S.
94,987	Mayflower	Toronto	1890	Toronto, Ont.	140 2	28 2	6 8	189	119	29 pa	The Toronto Ferry Co., Ltd., Toronto, Ont.
85,521	Mazeppa	Hamilton	1884	"	101 0	20 0	5 7	146	87	50 sc	Lawrence Solman, Toronto, Ont.
90,483	Meadow Flower	Halifax	1885	Dartmouth, N.S	33 0	9 0	3 5	7	4	6 sc	E. C. Whitman, Canso, N.S.
100,754	Medora	Toronto	1893	Gravenhurst, Ont.	142 6	25 6	8 5	377	256	30 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
121,939	Meg	Halifax	1906	Dartmouth, N.S.	17 5	5 8	3 0	2	1	3 sc	F. Gordon Zwicker, Halifax, N.S.

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111,917	Menodora	Midland	1901	Midland, Ont	67 5	16 0	6 3	73	50	20 sc	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
83,116	Mermaid	Halifax.	1881	Yarmouth, N.S	50 0	11 5	5 0	15	11	20 sc	Sandy Cove Sea-Bathing Co., Halifax, N.S.
111,590	Mermaid.	Peterborough	1901	Millbrook, Ont	32 3	7 3	3 2	11	7	5 sc	Dr. Henry A. Turner, Millbrook, Ont.
88,367	Mermaid	Vancouver	1884	Victoria, B.C	94 0	18 0	4 6	129	87	18 sc	Thos. Morgan, Nanaimo, B C.
74,264	Merrimac.	Sydney	1876	Quebec, Que	73 5	17 6	10 0	86	26	80 sc	Jas. W. Gordon, North Sydney, N.S.
116,590	Mersey	Liverpool	1904	Liverpool, N.S	69 6	15 6	6 9	42	29	16 sc	Fenwick W. Hatt, Liverpool, N.S.
48,178	Messenger	Quebec.	1863	Buffalo, N.Y., U.S.A	56 0	12 9	6 4	29	18	50 sc	George H. Tait, Montreal, Que.
51,668	Metamora	Toronto	1864	Cleveland, O., U.S.A	115 0	39 3	10 8	239	152	94 sc	J. Playfair and W. A. Clark, jr., Collingwood, Ont.
107,084	Meteor	Ottawa	1897	Opemican, Que	130 5	27 0	7 4	299	204	165 sc	Temiscaming Navigation Co., Ltd., Mattawa, Ont.
107,950	Meteor.	St. Catharines	1902	Port Robinson, Ont	52 0	16 4	9 1	47	32	24 sc	Geo. Ross, Port Robinson, Ont.
112,055	Michael Davitt	"	1885	Tonawanda, N.Y., U.S.A	52 8	13 6	6 4	28	19	8½ sc	Michael McAuliffe, M.O., Welland, Ont.
103,575	Midland	Midland	1896	Midland, Ont	62 0	13 0	6 8	56	38	12 sc	The Canada Iron Furnace Co., Ltd., Midland, Ont.
116,661	Midland King	"	1903	Collingwood, Ont	366 5	48 0	28 0	3,965	2,450	151 sc	James Playfair, M.O., Midland, Ont.
110,991	Midland Queen	"	1901	Dundee, G.B.	249 0	42 7	20 5	1,993	1,349	124 sc	The Midland Navigation Co., Ltd., Midland, Ont.

107,503	Mignon	Quebec	1894	Quebec, Que	23 8	6 2	2 7	2	2	1½ sc	C. G. Plamondon, Quebec, Que.
111,426	Mikado	Halifax	1902	Dartmouth, N.S.	61 3	17 6	5 7	44	30	75 sc	Acadia Sugar Refining Co., Ltd., Halifax, N.S.
103,667	Mikado	Winnipeg	1897	Kenora, Ont	40 0	10 3	4 4	25	17	1 sc	Mikado Gold Mining Co., Kenora, Ont.
112,308	Mikado	"	1905	Selkirk, Man	120 0	26 0	7 8	242	168	23 sc	Roderick Smith and John Morrison, Selkirk, Man.
103,703	Mikado	Yarmouth	1896	Shelburne, N.S.	82 0	18 0	7 7	80	49	16 sc	Charles T. White, Apple River, N.S.
100,666	Mildred	Belleville	1895	Gananoque, Ont	34 5	7 8	3 0	5	3	9 sc	J. A. Wheeler, Belleville, Ont.
96,896	Mildred	Ottawa	1891	Kingston, Ont	46 4	9 2	3 7	15	13	9 sc	Geo. Bothwell, Buckingham, Que.
103,267	Mildred	St. John, N.B.	1897	Cambridge, N.B.	54 0	14 7	7 0	40	27	13 sc	John E. Moore, M.O., St. John, N.B.
116,265	Mildred	Toronto	1903	Toronto, Ont	70 0	10 0	3 5	39	25	10 sc	E. R. Wood, Toronto, Ont.
111,978	Milkmaid	Vancouver	1901	Vancouver, B.C.	31 6	8 7	3 4	7	5	1 sc	Frank Cigonia and Eusibio Mochabe, New Westminster, B.C.
90,448	Millie Howell	Winnipeg	1886	Selkirk, Man	50 3	11 1	4 4	24	16	3 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
107,305	Millie K	Windsor, N.S.	1900	Whitewater, N.S.	48 0	13 0	5 2	20	7	10 sc	The Nova Scotia Produce Co., Ltd., Canning, N.S.
111,856	Mills	Owen Sound	1903	Owen Sound, Ont	38 0	9 0	4 0	11	7	2 sc	Manitoulin Fish Co., Ltd., Manitowaning, Ont.
80,590	Minden	Toronto	1880	Minden, Ont	30 8	7 5	2 6	4	3	4 sc	Jas. Lunan, Minden, Ont.
100,391	Minerva	Hamilton	1891	Hamilton, Ont	33 8	7 4	3 9	4	3	6 sc	Jas. Irwin, M.O., Hamilton, Ont.
121,701	Mineta	Toronto	1905	Minett, Ont	51 0	8 7	3 0	11	7	4 sc	H. C. Minett, Minett, Ont.
107,361	Minitaga	"	1898	Midland, Ont	77 3	16 5	8 4	73	29	28 sc	Robert Weddell, Trenton, Ont.
103,881	Mink	Ottawa	1896	Gordon Creek, Que	37 0	16 0	3 5	14	9	20 sc	A. Lumsden, Ottawa, Ont.
100,030	Mink	Toronto	1891	Port Carling, Ont	72 0	11 0	3 8	56	38	8 sc	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
78,027	Minnehaha	Collingwood	1882	Parry Sound, Ont	60 0	13 9	6 6	32	22	25 sc	John C. Miller, Parry Sound, Ont.
96,981	Minnehaha	New Westminster	1890	New Westminster, B.C.	37 0	6 5	3 0	7	5	1 sc	James Hunter, Victoria, B.C.
92,620	Minnehaha	Port Arthur	1888	Peterborough, Ont	27 5	6 3	......	2	1	1 sc	Sidney Smith, Port Arthur, Ont.
112,078	Minneola	Kenora	1893	Owen Sound, Ont	32 0	7 5	3 0	9	6	1 sc	Glass Reef Gold Mining Co., Ltd., Little Mountain, Ont.
100,139	Minnetonka	"	1891 1900	Fort Frances, Ont Keewatin, Ont	55 6	12 6	6 8	68	46	5 sc	H. W. Kennedy and W. Ross, J.O., Kenora, Ont.
112,178	Minnette	Toronto	1899	Owen Sound, Ont	36 0	6 2	2 7	4	3	1 sc	A. F. Bailey, Fox Point, Ont,

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107,882	Minnewanka	Montreal	1899	New York, U.S.A	31 0	7 0	3 6	5	4	8 sc	The Canadian Pacific Railway Co., Montreal, Que.
112,330	Minnicog	Collingwood	1902	Collingwood, Ont	56 0	9 6	9 4	35	24	6 sc	J. C. Cautley, Penetanguishene, Ont.
121,725	Minnie	Vancouver	1906	Sunbury, B.C	32 0	10 8	4 6	13	9	2 sc	Karl Helenius, Sunbury, B.C.
116,362	Minnie A. Clark	Goderich	1903	Goderich, Ont	69 3	15 0	6 5	36	25	11 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
116,662	Minnie C	Midland	1904	Midland, Ont	34 0	8 5	4 0	7	5	1 sc	James Crawford, Moon River, P. O., Parry Sound, Ont.
103,572	Minnie D	Collingwood	1889	Hamilton, Ont	24 8	6 6	3 3	3	2	2 sc	J. Larson, Parry Sound, Ont.
107,889	Minnie M	Montreal	1884	Detroit, Mich., U.S.A	140 0	30 0	10 0	613	276	38 sc	The Algoma Central Railway Co., Sault Ste. Marie, Ont.
78,028	Minnie Martin	Collingwood	1882	Port Severn, Ont	30 0	9 7	6 6	10	7	2 sc	Charles Martin, Port Severn, Ont.
107,468	Minnie May	Lindsay	1894	Coboconk, Ont	42 5	8 0	3 0	10	8	5 pa	John R. Philips, Coboconk, Ont.
74,389	Minnie Wade	Toronto	1871	Penetanguishene, Ont	35 0	8 4	3 2	9	6	4 sc	J. D. Johnson, Belle Ewart, Ont.
117,199	Minnitakie	Kenora	1905	Dinorwic, Ont	45 0	9 5	4 2	18	12	6 sc	Wm. H. Whalen, Fort William, Ont.
92,618	Minota	Port Arthur	1890	Vermilion Bay, Ont	63 0	17 2	5 0	35	24	2 sc	J. Bowman, Rossport, Ont.
100,032	Minota	Toronto	1891	Toronto, Ont	65 5	11 2	5 7	29	19	5 sc	W. B. McMurrich, Toronto, Ont.
111,591	Minto	New Westminster	1900	Harrison River, B.C	60 0	9 2	2 4	36	23	2 pa	R. C. Menton, M.O., Harrison River, B.C.

107,787	Minto	Ottawa	1899	Dundee, G.B	225 0	32 7	18 3	1,090	372	216 sc	Minister of Marine and Fisheries, Ottawa, Ont
107,453	Minto	Vancouver	1898	Nakusp, B C	161 7	30 1	5 1	829	522	17 pa	Canadian Pacific Railway Co., Montreal, Que.
88,666	Miramichi	Chatham, N.B	1885	Chatham, N.B	85 7	17 3	6 9	72	49	25 sc	Miramichi Steam Navigation Co., Chatham, N.B.
92,282	Mischief	Owen Sound	1886	Owen Sound, Ont	31 0	9 0	4 8	9	6	5 sc	H. E. C. Carey, Bruce Mines, Ont.
112,279	Missisquoi	Brockville	1903	Noyan, Que	87 3	20 9	5 4	160	107	7 sc	Rockport Navigation Co., Ltd., Rockport, Ont.
121,781	Mississippi	Ottawa	1905	Carleton Place, Ont	36 2	7 7	3 6	4	3	⅔sc	Wesley Cooke, Carleton Place, Ont.
107,513	Mist	Victoria	1897	Seattle, Wash , U.S.A	46 7	12 0	3 9	29	20	10 sc	A. A. Sears and C. G. Strongren, Victoria, B.C.
100,854	Mistassini	Quebec	1891	Roberval, Que	130 0	22 4	8 2	235	148	200 pa	E. F. Würtele, Quebec, Que.
107,461	Mizpah	Lindsay	1888	Lindsay, Ont	25 0	6 0	2 9	2	2	3 sc	A. H. Cottingham, Lindsay, Ont.
94,982	Mizpah	Toronto	1889	Toronto, Ont	51 7	11 8	4 1	18	12	12 sc	Thos. McCarrol and H. Manley, J.O., Toronto, Ont.
85,330	Mocking Bird	Owen Sound	1886	"	72 0	11 8	4 2	38	26	20 sc	P. McArthur, Westbourne, Man.
96,058	Modjeska	Hamilton	1889	Yoker, G.B	178 0	31 1	12 3	678	461	180 sc	Hamilton Steamboat Co., Limited, Hamilton, Ont.
103,396	Mohawk Queen	Deseronto	1904	Deseronto, Ont	44 6	9·0	4 0	16	11	2sc	Oronhyatekha, M.D., Deseronto, Ont.
103,927	Mollie	Peterborough	1897	Lakefield, Ont	41 0	6 6	2 5	11	7	6 sc	J. J. McBain, Peterborough, Ont.
111,851	Mollie S	Owen Sound	1901	Owen Sound, Ont	68 0	12 7	5 0	45	27	9 sc	Goderich Engine & Bicycle Co., Ltd., Goderich, Ont.
100,401	Mona	Hamilton	1894	Hamilton, Ont	23 6	6 1	3 4	2	2	3 sc	J. Bradley, Hamilton, Ont.
94,873	Mona	Montreal	1889	Montreal, Que	54 2	12 8	5 8	25	17	20 sc	Thomas Gauthier, Montreal, Que.
95,509	Monaco	"	1888	Hampton, G.B	41 8	8 3	3 6	10	6	6 sc	Arthur Boyer, Montreal, Que.
111,886	Monarch	Peterborough	1906	Gores Landing, Ont	84 0	14 0	5 7	73	50	6 sc	Wilbert C. Harris, and Daniel McAllister, Gores Landing, Ont.
100,141	Monarch	Winnipeg	1893	Fort Frances, Ont	110 0	17 8	5 4	168	106	9 pa	A. F. D. MacGachen, Winnipeg, Man., and W. A. Weir, Kenora, Ont., J.O.
90,545	Monarque	Montreal	1886	Sorel, Que	108 9	30 4	6 9	136	86	30 pa	Jos. H. Dansereau, Verchéres, Que.,
100,925	Moneta	Ottawa	1888	Ottawa, Ont	20 0	5 2	2 2	1	1	2 sc	R. Lamb and J. Robertson, Ottawa, Ont.
46,242	Monitor	Montreal	1863	Clayton, N.Y., U.S.A	59 0	15 1	4 6	32	19	1½ sc	Joachim Hogue, Valleyfield, Que.
107,891	Monitor	"	1899	Montreal, Que	60 5	16 6	7 2	62	39	14 sc	Minister of Public Works, Ottawa, Ont.
111,955	Monoloa	New Westminster	1903	Olympia, Mich., U.S.A	36 4	9 3	3 6	10	7	1½ sc	Wm. A. McAdam, Harrison, B.C.

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77,933	Montague	Charlottetown	1878	Georgetown, P.E.I.	79 0	19 7	8 7	130	38	35 pa.	The Georgetown Ferry Co., Ltd., Georgetown, P.E.I.
117,069	Montcalm	Ottawa	1904	Yoker, G. B.	245 0	40 6	15 7	1,432	526	406 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
107,824	Monte Cristo	Victoria	1891	Ballard, Wash., U.S.A.	108 6	20 4	3 9	266	156	7 pa.	R. Cunningham, & Son, Ltd., Port Essington, B.C.
92,755	Montmorency	Ottawa	1889	Quebec, Que.	35 5	10 8	4 8	18	12	50 sc.	W. J. Poupore, Ottawa, Ont.
116,600	Montreal	Montreal	1904	Sorel, Que.	332 4	43 5	14 8	4,282	2,299	386 pa.	Richelieu & Ontario Navigation Co., Montreal, Que.
116,766	Morinus	Toronto	1904	Port Carling, Ont.	47 0	8 4	3 6	10	7	1½ sc.	Wm. Robinson, Kingston, Ont.
100,759	Morning Star	"	1894	Toronto, Ont.	34 0	7 5	3 4	5	3	1 sc.	Jos. Goodwin, Toronto, Ont.
90,797	Morris	Victoria	1888	Victoria, B.C.	39 5	9 2	3 6	12	8	1 sc.	The Federation Brand Salmon Canning Co., Ltd., Victoria, B.C.
121,815	Moto	Digby	1906	Digby, N.S.	45 0	10 4	4 3	15	12	6 sc.	Fred A. Robinson, Digby, N.S.
111,778	Mount Royal	Victoria	1902	Victoria, B.C.	132 0	28 4	4 8	471	296	13 pa.	Hudson's Bay Co., London, Eng.
111,760	Mountain Bell	Kenora	1895	Carleton Place, Ont.	28 0	6 0	2 8	4	3	2 sc.	W. Mather, Bow River, Sask.
92,780	Mountain Belle	Vancouver	1888	"	30 2	6 1	3 0	5	3	5 sc.	Thos. R. Lane, Vancouver, B.C.
92,537	Mountain Maid	Montreal	1850 1879	Magog, Que.	101·2	19 4	6 4	118	62	14 pa.	I. Futvoye, St. John's, Que.
107,727	Mou-Ping	Vancouver	1899	Hong Kong, China	45 5	10 0	5 0	20	14	8 sc.	Benjamin T. Rogers, Vancouver, B.C.

122,166	Mowitz	Vancouver	1906	Vancouver, B.C	45 9	17 1	5 2	50	34	1 sc	Harpur C. Nixon, Denman Island, B.C.
107,454	Moyie	"	1898	Nelson, B.C	161 7	30 1	5 1	835	526	17 pa	Canadian Pacific Ry. Co., Montreal, Que.
116,867	Mudpont	Ottawa	1904	Hull, Que	40 0	16 0	4 4	34	25	— sc	The E. B. Eddy Co., Ltd., Hull, Que
103,042	Mulgrave	Ottawa	1893	New Glasgow, N.S.	114 8	31 0	16 4	485	330	75 sc	The Minister of Railways and Canals, Ottawa, Ont.
117,200	Muriel	Kenora	1905	Dinorwic, Ont	35 0	9 5	4 5	16	11	1 sc	Wm. H. Whalen, Fort William, Ont.
116,709	Muriel	Quebec	1902	Quebec, Que	69 0	16 8	7 0	64	44	24 sc	William Price, Quebec, Que.
90,793	Muriel	Victoria	1887	Victoria, B.C	70 0	15 5	6 7	44	28	4 sc	Packers Steamship Co., Ltd., Vancouver, B.C.
101,261	Murray Bay	Montreal	1877	Wilmington, Deleware, U.S.A.	251 0	34 7	7 9	969	610	120 pa	The Montreal Safe Deposit Co., Montreal, Que.
100,283	Muskoka	Peterborough		Simcoe, Ont	36 5	10 5	3 7	22	15	2 pa	Gilmour & Co., Trenton, Ont.
83,372	Muskoka	Toronto	1881	Gravenhurst, Ont	94 0	18 0	7 3	197	134	60 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
88,634	Myra	Prescott	1884	St. Catharines, Ont	82 0	17 2	8 6	73	37	32 sc	James Buckly, Prescott, Ont.
100,308	Myron B.	Windsor, Ont	1885	Detroit, Mich., U.S.A.	48 0	9 8	3 8	16	11	1 sc	Walter H. Hawkins, *et al.*, Little Current, Ont.
83,034	Myrtle	Brockville	1880	Brockville, Ont	39 0	7 7	3 5	9	7	12 sc	David Ward, Toronto, Ont.
111,959	Myrtle	New Westminster	1899	New Westminster, B.C.	27 5	5 5	2 5	4	3	5 sc	Hori Windebank, Mission City, B.C.
111,588	Myrtle	Peterborough	1901	Peterborough, Ont	33 2	7 7	3 2	5	4	4 sc	Herbert Watt, Peterborough, Ont.
116,758	Myrtle	Toronto	1904	Point Abino, Ont	40 0	9 5	4 0	9	6	2 sc	J. W. Hamm, Tnp. of Bertie, Welland Co., Ont.
94,816	Mystery	Victoria	1890	Victoria, B.C	80 5	16 5	7 8	65	39	24 sc	MacKenzie Bros., Ltd., Vancouver, B.C.
107,134	N. Dyment	Goderich	1900	Goderich, Ont	73 0	16 8	8 0	59	40	10 sc	N. Dyment, Barrie, Ont.
95,852	Nagasaki	New Westminster	1889	Hong Kong, China	46 5	9 3	5 3	15	10	6 sc	C. J. Lowen, Vancouver, B.C.
88,538	Naiad	Hamilton	1890	Toronto, Ont	68 0	10 2	3 3	29	20	20 sc	Harriet S. Sandford, M.O., Hamilton, Ont.
92,389	Naiad	Kingston	1888	Kingston, Ont	51 4	9 2	3 9	15	10	7 sc	W. A. Montray, Amherst Island, Ont.
100,930	Naiad	Ottawa	1890	Hull, Que	41 8	8 3	4 6	7	6	5 sc	T. G. Brigham, Ottawa, Ont.
121,764	Naiade	Vancouver	1906	Vancouver, B.C	41 2	10 6	4 1	19	13	3 sc	Graham Harvie, Vancouver, B.C.
100,729	Nama	Montreal	1887	Montreal, Que	75 2	10 3	4 4	42	36	14½ sc	Richard B. Angus, Montreal, Que.
107,729	Nancy	Vancouver	1900	Vancouver, B.C	26 9	8 6	2 4	6	4	1 sc	Wm. J. Belding, Vancouver, B.C.

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116,779	Nancy	Vancouver	1904	New Westminster B.C.	17 0	4 1	1 6	1	—	5 sc	Charles S. V. Branch, Vancouver, B.C.
112,147	Naniwa	Kingston	1903	Kingston, Ont.	54 3	8 9	2 9	12	7	9 sc	F. J. Phillips, Toronto, Ont.
107,083	Nap	Ottawa	1893	Carleton Place, Ont.	25 5	6 9	2 6	1	1	3 sc	N. Tessier, Hull, Que.
85,308	Napierville	Montreal	1883 1899	Sorel, Que. Montreal, Que.	123 9	42 1	5 4	165	113	11 pa	Mrs. Arthemise Robert, Montreal, Que.
116,255	National	Toronto	1903	Toronto, Ont.	39 0	10 0	4 6	18	12	5 sc	The Corporation of the City of Toronto, Ont.
107,926	Native	New Westminster	1900	New Westminster, B.C.	66 0	14 0	6 0	52	36	13 sc	Jno. C. Butterfield, Port Simpson, B.C.
35,419	Nautilus	St. Andrews	1887	New York, N.Y., U.S.A.	56 0	14 0	4 2	27	18	11 sc	Mrs. Addie L. Young, St. Stephen, N.B.
100,660	Navajo	Kingston	1895	Kingston, Ont.	108 6	21 7	8 7	179	92	6½ sc	G. A. & H. W. Richardson, J. O., Kingston, Ont.
88,531	Nellie	Hamilton	1886	Hamilton; Ont.	25 2	6 2	2 9	2	2	2 sc	R. Campbell, Bracebridge, Ont.
96,901	Nellie	Kingston	1882	Kingston, Ont.	39 6	7 4	3 9	7	3	6 sc	J. N. Leeman, Smith's Falls, Ont.
92,660	Nellie Bly	St. Catharines	1890	Port Dalhousie, Ont.	42 2	13 4	4 2	13	7	8 sc	Jos. Goodwin, Toronto, Ont.
103,938	Nellie H.	Chatham, N.B.	1897	Chatham, N.B.	41 1	9 0	4 2	8	5	3 sc	Edward Miller and H. R. Annett, J.O., Gaspé Que.
90,544	Nellie Reid	Montreal	1886	Buffalo, N.Y., U.S.A.	70 5	16 8	8 4	56	29	90 sc	H. W. Richardson, Kingston, Ont.
94,846	Nellie S.	Windsor, Ont.	1885	Detroit, Mich., U.S.A.	20 8	5 6	2 5	3	2	1 sc	Geo. Sutherland, Essex Centre, Ont.

107,467	Nellie T.	Lindsay	1894	Lindsay, Ont	36 0	6 5	2 7	5	3	6 pa..	Michael Dovey, Lindsay, Ont.
103,596	Nelson	Charlottetown	1896	Charlottetown, P.E.I.	50 7	13 8	5 2	33	17	7 sc .	The Grand Valley Co., Ltd., Quebec, Que.
88,667	Nelson	Chatham, N.B.	1885	Chatham, N.B.	78 4	14 7	7 0	64	44	21 sc ..	Reynolds Harrington, Sydney, N.S.
96,987	Nelson	New Westminster	1891	Nelson, B.C.	134 4	26 5	5 5	496	312	13 pa..	Canadian Pacific Railway Co., Montreal, Que.
92,762	Neptune	Quebec	1889	Lotbinière, Que.	32 6	8 8	2 8	11	8	8 sc ..	John Breakey, Quebec, Que.
88,682	Neptune	St. John, N.B.	1885	Portland, N.B.	73 5	17 7	7 9	71	48	32 sc ..	R. Thomson, *et al.*, St. John, N.B.
103,255	Nereid	"	1895	St. John, N.B.	50 6	14 2	5 4	30	20	13 sc ..	J. W. Smith, St. John, N.B.
103,056	Nereid	Yarmouth	1894	Yarmouth, N.S.	36 0	11 0	5 6	12	8	1 sc ..	H. B. Cann, Yarmouth, N.S.
121,951	Nettie B.	Port Stanley	1906	Port Stanley, Ont.	37 7	11 8	4 3	12	9	4½ sc ..	Wm. Berry, Port Stanley, Ont.
....	New York	Montreal	1870	Sorel, Que	126 1	23 0	8 2	311	143	....	H. A. Chillas, Nicolet, Que.
121,766	New Zealand	Vancouver	1906	Heriot Bay, B.C.	34 8	11 0	4 0	19	13	3 sc ..	Mrs. Helen Bull, Heriot Bay, B.C.
111,813	Newera	"	1901	Vancouver, B.C.	52 5	13 6	5 6	56	37	9 sc ..	Herbert Whitaker, Vancouver, B.C.
85,761	Newport	Montreal	1879	Georgeville, Que.	47 0	12 0	6 0	12	8	20 sc ..	Hy. H. Caswell, Newport, Vt., U.S.A.
53,589	Niagara	Ottawa	1856 1901	Glasgow, G.B. re-built	159 0	21 1	10 4	396	215	28 sc ..	The Ontario & Quebec Nav., Co., Ltd. Picton, Ont.
122,169	Nidge	Vancouver	1906	Vancouver, B.C.	63 7	14 3	7 0	58	39	16 sc ..	Ross & Howard Iron Works Co., Ltd., Vancouver, B.C.
111,948	Night Hawk	New Westminster	1902	New Westminster, B.C.	42 0	7 5	3 5	10	7	8 sc ..	The Edmonton Logging Co., Ltd., New Westminster, B.C.
117,195	Nightingale	Kenora	1905	Kenora, Ont.	33 0	7 0	3 8	5	3	1 sc ..	Edward Major, Kenora, Ont.
103,393	Nile	Deseronto	1870	Batterséa, Ont.	90 1	19 1	6 0	96	49	20 sc ..	The Rathbun Co., Deseronto, Ont.
103,957	Nile	Montreal	1894	Sorel, Que.	71 1	11 1	4 0	28	19	22 sc ..	The Minister of Public Works, Ottawa, Ont.
107,086	Nilka	Ottawa	1897	Ottawa, Ont.	24 8	5 7	1 8	1	1	4 sc ..	John Jamieson, *et al.*, Ottawa, Ont.
90,524	Nina.	Chatham, Ont.	1889	Rondeau, Ont	32 0	9 5	4 8	11	9	10 sc .	J. Cooper, Chatham, Ont.
116,770	Nina	Toronto	1903	....	24 5	6 7	2 5	3	2	1 sc ..	Mrs. Asenath A. Glanville, Cutler, Ont.
103,377	Ninsongis	Winnipeg	1894	Simcoe, Ont	45 0	11 0	5 5	7	5	3 pa..	A. F. D. MacGachen, Winnipeg, and W. A. Weir, Kenora, Ont., J.O.
92,443	Nipissing	Toronto	1887	Gravenhurst, Ont.	125 0	21 0	7 6	275	207	23 pa .	Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
103,682	Niska	Toronto	1897	Milford Bay, Ont.	36 0	8 0	3 8	9	6	3 sc ..	Robt. J. Stroud, Milford Bay, Ont.

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107,465	Nobby	Lindsay	1883	Peterborough, Ont.	25 0	5 5	2 2	2	1	1 sc	Thomas Robson, Fenelon Falls, Ont.
100,025	Nocross	Toronto	1887	Tamarac Island, Ont.	45 0	11 5	5 2	20	14	7 sc	The French River Boom Co., Toronto, Ont.
100,937	Nokomis	Ottawa	1887	Morristown, N.Y., U.S.A	55 6	10 0	3 9	25	17	— sc	W. C. Edwards, Rockland, Ont.
71,269	Nora	Montreal	1886	Deseronto, Ont	50 0	9 6	4 0	28	19	3 sc	The Minister of Public Works, Ottawa, Ont.
100,208	Nora	Vancouver	1889	Port Essington, B.C.	45 0	10 5	5 0	19	13	2 sc	H. Bell-Irving, Vancouver, B.C.
103,380	Nora	Winnipeg	1895	Kenora, Ont	44 0	11 1	3 7	20	14	1 sc	D. L. Mather, Kenora, Ont.
112,044	Nord	Quebec	1902	Peribonca, Que	62 2	15 2	4 5	56	38	3 sc	Edward S. Vignette, Peribonca, Que.
107,244	Normansell	New Westminster	1890	Maple Ridge, B.C.	29 0	6 3	2 8	5	3	1 sc	S. T. Teeze, New Westminster, B.C.
83,143	Norseman	Goderich	1864	St. Catharines, Ont.	177 2	28 4	12 2	620	400	200 sc	N. Dyment, and A. E. Dyment, J. O. Barrie, Ont.
88,323	North	Quebec	1886	Lévis, Que.	132 4	25 2	9 3	289	182	30 pa	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
96,911	North King	Kingston	1868 1891	Montreal, Que Kingston, Ont	175 0	43 0	10 0	873	499	500 pa	Lake Ontario & Bay of Quinté Steamboat Co., Ltd., Kingston, Ont.
107,614	North River	Ottawa	1899	Kippewa, Que	50 2	18 0	4 0	22	11	20 pa	H. F. McLachlin and Claude McLachlin, Arnprior, Ont.
107,725	North Vancouver	Vancouver	1900	Vancouver, B.C	73 4	20 1	6 7	104	71	19 sc	Corporation of North Vancouver, Vancouver, B.C.
117,105	Northern Belle	Ottawa	1905	Sturgeon Falls, Ont.	104 0	21 6	7 6	222	169	30 sc	French River & Nipissing Navigation Co., Ltd., Sturgeon Falls, Ont.

71,193	Northern Light...	Ottawa...	1876	Lévis, Que.......	133 2	25 0	14 7	393	267	120 sc ..	Minister of Marine and Fisheries, Ottawa, Ont.
116,941	Northern Light...	Kenora	1903	Kenora, Ont......... ..	32 0	9 0	4 0	17	12	⅚ sc..	G. H. Draper, Kenora, Ont.
96,937	Northumberland..	Charlottetown	1891	Newcastle-on-Tyne, G.B.	220 0	33 1	20 4	1,255	519	350 sc ..	The Charlottetown Steam Nav. Co., Ltd., Charlottetown, P.E.I.
122,011	Norway Belle.....	Ottawa..	1905	Bristol, Que...........	66 7	25 8	4 7	46	42	2 pa..	Archibald Macfarlane, Bristol, Que.
85,364	Nosbonsing......	Ottawa............	1884	Lake Nosbonsing, Ont ..	56 6	11 8	4 6	25	19	8 sc ..	J. R. Booth, Ottawa, Ont.
....	Novelty	Port Hope.........	1861	Ball Lake, Ont	80 0	16 7	5 5	65	57	....	Mossom Boyd, Bobcaygeon, Ont.
107,302	Nyanza.....	Windsor, N.S.	1899	Horton, N.S...........	76 5	21 3	8 2	83	49	17 sc ..	F. W. Sumner, Moncton, N.B.
100,403	Nymoca.	Hamilton....... .	1896	Hamilton, Ont..........	52 5	11 0	4 7	25	13	75 sc ..	G. F. Beaumont, Muskoka, Ont.
112,171	Nymph.....	Toronto	1902	Milford Bay, Ont.	75 0	10 8	5 0	29	20	14 sc ..	Robt. J. Stroud, Milford Bay, Ont.
80,713	Oak Bay.........	Paspebiac	1884	Oak Bay, Que	68 0	16 6	4 0	27	23	80 pa..	J. D. Sowerby, Oak Bay, Que.
94,914	Ocean Lily	Southampton..	1887	Port Elgin, Ont.	29 0	7 0	3 0	3	2	4 sc ..	Edward Brooks, Red Bay, Ont.
100,945	Odessa	Collingwood	1894	Collingwood, Ont.	32 0	8 0	7 6	12	8	2 sc ..	A. L. Nickerson, M.O., Midland, Ont.
111,460	Ogema	Winnipeg.	1901	Selkirk, Man....	55 5	11 5	4 5	29	14	2 sc ..	Dominion Fish Co., Ltd., Winnipeg, Man.
94,931	Ogemah	Port Hope........	1889	Lindsay, Ont......	85 0	15 0	5 0	72	45	45 pa..	Trent Valley Navigation Co., Ltd., Bobcaygeon, Ont.
116,281	Ohm	Halifax............	1902	Dartmouth, N.S........	24 5	5 2	3 0	2	2	4 sc ..	Walter S. DeBlois, Halifax, N.S.
112,068	Ojibawaya	Peterborough.	1902	Coneastota, N.Y., U.S.A	16 2	4 4	1 7	1	1	1 sc ..	Mrs. F. A. Price, Missanaga, Ont.
100,038	Ojibway...	Toronto	1892	Toronto, Ont.	130 5	21 6	8 7	194	132	18 sc ..	Benjamin V. Naylor, Noyan, Que.
102,305	Okema...........	Winnipeg	1902	Winnipeg, Man....... .	20 5	5 5	2 7	4	3	½ sc ..	Superintendent General of Indian Affairs, Ottawa, Ont.
107,441	Old Pioneer......	Vancouver.........	1898	Vancouver, B.C..... ...	39 5	8 0	4 0	10	7	1 sc ..	A. J. Mangold, London, Eng.
100,043	Olga..	Brockville.........	1896	Brockville, Ont..	33 0	8 5	4 0	5	4	7 sc ..	John McLaren, Brockville, Ont.
116,277	Olive............	Halifax..	1903	Dartmouth, N.S	62 0	14 3	6 0	35	24	40 sc ..	The Whitman Fish Co., Ltd., Canso, N.S.
107,623	Olive	New Westminster...	1899	Nicomen, B.C.	72 0	12 5	3 5	71	45	4 pa..	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
103,433	Olive.....	Ottawa............	1895	North Bay, Ont	25 6	6 0	3 0	2	1	sc ..	G. W. Leach, *et al.*, North Bay, Ont.

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107,106	Olive	Victoria	1896	Victoria, B.C	29 0	9 2	3 2	6	4	3 sc	S. W. Buckman, Victoria, B.C.
107,514	Olive May	"	1898	Lake Bennett, B.C	60 0	16 7	5 0	85	54	3 pa	N. B. Raymond, White Horse, Y.T.
117,050	Olive R.	Barrington	1905	Shelburne, N.S	35 0	12 5	6 6	14	12	⅚ sc	Herbert Swim, M.O., Lockeport, N.S.
107,932	Omega	New Westminster	1900	Lake Bennett, B.C.	98 8	21 0	5 2	127	86	13 sc	Wm. C. Robinson, Lake Bennett, B.C.
107,101	On Time	Victoria	1896	Ballard, Wash., U.S.A.	38 0	10 0	4 4	11	4	2 sc	James Pope, Port Harvey, B.C.
121,708	Ona	Toronto	1887	Hamilton. Ont	36 0	9 5	3	9	6	⅚ sc	Bertram Yates, Penetang, Ont.
92,382	Onaganoh	Kingston	1887	Kingston, Ont	47 2	10 0	3 9	19	13	12 sc	H. Fraser, Port Cockburn, Ont.
103,850	Onananiche	Ottawa	1896	Ottawa, Ont	23 9	5 8	2 4	1	1	3 sc	E. A. Parsons, *et al.*, Ottawa, Ont.
88,623	Onaping	Windsor, Ont	1870	Saginaw South, Mich., U.S.A.	120 0	19 0	7 6	256	174	300 sc	John Charlton, Lynedoch, Ont.
116,835	Onawa	Kingston	1904	Gananoque, Ont	29 6	5 4	2 7	2	2	½ sc	Wm. J. Reid, Gananoque, Ont.
103,798	Oneita	Shelburne	1899	Lockeport, N.S	52 2	12 3	5 3	15	10	13 sc	Freeman Payzant, Lockeport, N.S.
90,562	Ongiara	Toronto	1885	Toronto, Ont	90 5	18 4	5 4	98	64	80 sc	The Niagara Navigation Co., Ltd., Toronto, Ont.
....	Ontario	Hamilton	1870	Hamilton, Ont	63 5	12 0	6 0	41	28	... .	J. W. Steinhoff, Wallaceburg, Ont.
94,885	Ontario	Montreal	1890	Owen Sound, Ont.	297 0	41 3	14 9	1,615	1,018	300 pa	Canadian Pacific Railway Co., Montreal, Que.

....	Ontario	Port Hope	1868	Lindsay. Ont.	58 0	15 0	4 3	80	50	....	J. Thurston, Lindsay, Ont.
83,371	Ontario	Toronto	1881	Walker's Point, Ont.	43 5	8 4	3 8	11	8	6 sc	R. Walker, M.O., Township of Wood, Ont.
116,707	Ontaritze	Quebec	1902	Indian Cove, Que.	43 2	9 4	4 4	18	12	3 sc	Harold Kennedy, Quebec, Que.
111,973	Onward	Southampton	1902	Kincardine, Ont.	57 0	12 0	6 0	22	15	3 sc	John McGaw, Kincardine, Ont.
112,173	Ophir	Toronto	1902	Parry Sound, Ont.	41 8	9 0	4 4	11	8	1 sc	Milton Pearce, Parry Sound, Ont.
103,914	Ora	Victoria	1898	Lake Bennett, B.C.	79 5	16 0	4 3	101	64	3 pa	Edward J. Smyth, Victoria, B.C.
117,128	Orca	Kingston	1905	Kingston, Ont.	34 0	6 0	3 3	4	3	3 sc	Arthur F. Macnee, Kingston, Ont.
90,768	Orcadia	Port Arthur	1888	Goderich, Ont	54 3	14 0	5 2	23	16	30 sc	A. W. Trombley, Fort William, Ont.
100,947	Orcadia	"	1894	Collingwood, Ont.	52 0	11 8	5 8	26	18	8 sc	John Bowman, Rossport, Ont.
107,590	Oriana	Lindsay	1899	Little Britain, Ont	29 5	5 1	3 0	3	2	3 sc	James Glass, Little Britain, Ont.
116,270	Oriana	Toronto	1903	Buffalo, N.Y., U.S.A.	79 0	15 0	9 0	68	46	14 sc	Robert E. Menzie, Toronto, Ont.
111,610	Orillia	New Westminster	1901	New Westminster, B.C.	36 0	8 2	3 0	12	9	1 sc	Wilfred Philpott, M.O., New Westminster, B.C.
92,431	Oriole	Toronto	1886	Gravenhurst, Ont	75 0	14 5	4 4	75	48	4 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
88,378	Oriole	Vancouver	1885	Victoria, B.C.	27 5	7 0	3 5	4	3	1 sc	G. J. Blackman, Vancouver, B.C.
100,031	Orion	Quebec	1872	Welland, Ont.	173 8	29 5	12 5	572	311	30 sc	John S. Thom, Quebec, Que.
116,932	Orion	Victoria	1904	Christiania, Norway	94 1	17 4	10 6	109	22	42 sc	The Pacific Whaling Co., Ltd., Victoria, B.C.
112,148	Oriska	Kingston	1903	Kingston, Ont.	38 8	8 1	3 3	6	4	3 sc	Wm. Morris, Toronto, Ont.
107,235	Orleans	Quebec	1898	Lévis, Que.	118 0	28 0	9 2	269	183	52 sc	La Compagnie Maritime et Industrielle de Lévis, Que.
116,693	Oro	Kenora	1898	Hamilton, Ont.	25 8	6 0	2 8	2	1	1 sc	Grace Mining Co., Ltd., Ridgeway, Ont.
103,908	Oscar	Victoria	1897	Victoria, B.C.	81 0	21 0	7 0	95	61	8 sc	David Leeming, *et al.*, Victoria, B.C.
103,668	Ospray	Winnipeg	1896	Gimli, Man.	49 0	11 0	4 5	21	14	1 sc	H. Armstrong, Portage la Prairie, Man.
107,138	Osprey	Goderich	1902	Goderich, Ont	72 4	15 1	6 8	42	28	17 sc	James Purvis, Gore Bay, Ont.
97,016	Osprey	St. Catharines	1895	Port Robinson, Ont.	32 0	9 6	3 2	6	4	6 sc	Dan Lang, Aldborough, Ont.
107,488	Ossifrage	Sault Ste. Marie	1886	West Bay City, Mich., U.S.A.	161 6	27 8	9 0	632	303	55 sc	Algoma Central Railway, Sault Ste. Marie, Ont.
112,141	Osso	Kingston	1902	Kingston, Ont.	41 8	8 4	3 6	6	4	5 sc	John H. Wilmott, Beaumaris, Ont.

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121,923	Otranto	Quebec	1893	Baltimore, Md., U.S.A.	75 0	10 6	2 9	35	24	7 sc	John Doran, Quebec, Que.
111,443	Ottawa	Ottawa	1900	Toronto, Ont	256 0	43 2	15 2	2,431	1,344	110 sc	J. R. Booth, Ottawa, Ont.
94,628	Ottawa	〃	1888	Ottawa, Ont	56 6	13 6	5 8	21	14	50 sc	The Minister of Public Works, Ottawa, Ont.
103,050	Ottawa	〃	1887	Arnprior, Ont	26 0	6 3	2 0	1	1	1 sc	H. F. McLachlin and Claude McLachlin, J.O., Arnprior, Ont.
116,391	Ottawa	Sarnia	1881	Chicago, Ill., U.S.A.	151 0	28 4	13 0	617	420	150 sc	The Reid Towing Co., Ltd., Sarnia, Ont.
116,650	Ottawan	Ottawa	1904	Ottawa, Ont	108 0	24 0	6 2	311	157	17 sc	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
121,911	Otter	Kenora	1905	Kenora, Ont	40 0	10 0	4 0	16	11	1 sc	Dominion Fish Co., Ltd., Selkirk, Manitoba.
111,662	Otter	Montreal	1899	Longueuil, Que	24 9	7 8	3 1	3	2	1 sc	R. J. Durley, Montreal, Que.
103,632	Otter	Ottawa	1895	Kippewa, Que	48 2	16 0	3 6	21	12	20 pa	Alex. Lumsden, Ottawa, Ont.
107,832	Otter	Victoria	1900	Victoria, B.C	128 0	24 5	11 0	366	232	24 sc	Canadian Pacific Railway Co., Montreal, Que.
64,452	Ouangondy	St. John, N.B	1870	St. John, N.B	114 0	29 2	9 7	295	99	90 pa	The City of St. John, N.B.
92,392	Outlet Queen	Kingston	1888	Warburton, Ont	43 3	9 4	3 6	18	12	5 sc	Wm. Black, Belleville, Ont.
103,951	Ovide	Montreal	1897	Sorel, Que	57 9	13 9	2 4	17	10	1 pa	Joseph Paul, Sorel, Que.
103,238	Owl (The)	〃	1887	Georgeville, Que	32 9	7 3	2 9	4	3	1 sc	L. J. Courtice, Courtice, Ont.

117,947	Oyama..	Barrington.........	1905	Port Clyde, N.S	53 2	17 2	5 5	44	28	8 sc ..	Barrington & Cape Island Steam Ferry Co., Ltd., Barrington, N.S.
92,286	P. S. Hiesordt....	Owen Sound........	1887	Owen Sound, Ont.......	66 0	16 0	6 0	45	31	30 sc ..	W. J. Bell, Sudbury, Ont.
100,756	Pappoose.	Windsor, Ont.......	1893	Bronté, Ont	71 5	18 3	5 7	57	39	4 sc ..	Alfred H. Clark, Windsor, Ont.
116,323	Parrsboro	Parrsboro'..........	1903	Parrsboro', N.S.........	63 9	17 7	7 0	57	26	20 sc ..	J. N. Pugsley, Parrsboro', N.S.
103,641	Parthia......... .	Kingston	1896	Garden Island, Ont......	126 8	38 3	7 1	198	84	47 pa..	The Calvin Co., Ltd., Garden Island, Ont.
100,234	Pastime	Halifax...........	1885	Halifax, N.S	69 7	20 3	6 5	68	46	18 sc ..	L. Hefler, Halifax, N.S.
111,751	Pastime...........	Kenora........	1901	Kenora, Ont.........	42 0	7 0	3 2	15	11	1 sc ..	J. A. McCrossen, Kenora, Ont.
121,759	Pastime	Vancouver...... ...	......	....	32 4	10 5	3 7	15	10	⅘ sc ..	William S. Holland, Vancouver, B.C.
116,947	Pathfinder	Kenora............	1903	Prince Albert, Sask. ...	66 0	12 5	4 0	23	16	1⅗ pa..	Richard Deacon, Prince Albert, Sask.
116,415	Patsy....... ...	Victoria......	1898	Gabriola Island, B.C.....	33 5	8 2	3 9	7	5	1 sc ..	James Deguen, Gabriola Island, B.C.
111,168	Pawnee..	Sydney	1890	Athens, N.Y., U.S.A...	115 8	23 9	5 7	107	65	150 sc ..	Cape Breton Electric Co., Sydney, N.S.
121,777	Peace River	Winnipeg.	1905	Fort Vermilion, Alta....	110 0	24 0	4 5	292	184	6 pa..	Hudson Bay Co., Ltd., London, Eng.
107,872	Pearl	Lindsay	1899	Bobcaygeon, Ont... ...	35 0	7 2	3 0	6	4	6 sc ..	James Lewis, Bobcaygeon, Ont.
116,406	Pearl	Victoria...........	1901	Vancouver, B.C	29 7	7 7	3 0	3	2	1 sc ..	G. Stanley Harris, Pender Island, B.C.
90,803	Pearl	New Westminster...	1884	Seattle, Wash., U.S.A..	62 4	14 5	3 4	75	54	30 pa..	John H. Lowe, Vancouver, B.C.
83,420	Pearl	Port Hope..........	1885	Peterborough, Ont......	30 0	7 5	2 2	8	5	5 sc ..	H. Calcutt, Peterborough, Ont.
112,170	Pearl.............	Toronto	1902	Parry Sound, Ont.......	35 0	7 9	2 5	6	4	1 sc .	Robt. G. Aird, Parry Sound, Ont.
111,953	Peerless....	New Westminster...	1904	New Westminster, B.C..	92 0	20 5	9 5	128	89	39 sc ..	Westminster Towing & Fish Co., Ltd., New Westminster, B.C.
85,314	Peerless	" ..	1881	Kamloops, B.C..........	133 0	25 5	5 0	307	256	75 pa..	John A. Mara, M.O., Kamloops, B.C.
97,282	Peerless	Sydney........... .	1884	Athens, N.Y., U.S.A...	90 0	20 0	6 0	94	81	30 sc ..	Cape Breton Electric Co., Ltd., Sydney, N.S.
107,328	Pekin	Halifax............	1900	Moser's River, N.S.	90 4	18 5	7 5	85	50	65 sc ..	A. F. Cameron, Sherbrooke, N.S.
103,434	Pembroke	Ottawa..........	1895	Pembroke, Ont	104 5	28 2	6 6	194	122	30 pa..	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
117,006	Pender.	Vancouver	1904	Vancouver, B.C....	33 7	9 7	5 2	16	11	1 sc ..	G. S. Harris and H. B. Harris, Pender Island, B.C.

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111,914	Penetang........	Toronto..........	1901	Owen Sound, Ont...	82 0	16 5	9 8	100	64	21 sc..	First Brook Box Co., Ltd., Toronto, Ont.
116,598	Pennsylvania.....	Montreal..........	1901	Cleveland, O., U.S.A....	158 0	35 4	8 4	428	379	6 sc..	St. Lawrence Transportation Co., Ltd., Toronto, Ont.
111,987	Penny.........	Vancouver..........	1896	Seattle, Wash, U.S.A...	25 0	6 8	2 9	3	2	6 sc..	H. H. Hayden, Vancouver, B.C.
96,994	Penticton........	New Westminster...	1890	Okanagan Lake, B.C....	70 0	16 0	6 0	50	34	4 sc..	B. Lequime, M.O., Kelowna, B.C.
100,531	Percy Cann...	Yarmouth..........	1892	Meteghan, N.S.......	77 0	17 1	6 6	80	56	13½ sc..	H. B. Cann, Yarmouth, N.S.
92,379	Peri.........	St. John, N.B.....	1888	Rothesay, N.B.........	38 4	8 9	2 8	12	8	15 sc..	A. H. FitzRandolph, Fredericton, N.B.
100,470	Peribonca........	Quebec............	1892	Roberval, Que........	90 0	21 8	6 2	179	113	28 pa..	E. F. Würtele, Quebec, Que.
97,013	Persia...........	St. Catharines......	1873	St. Catharines, Ont.....	144 0	26 2	12 2	757	500	58 sc..	Toronto & Montreal Steamboat Co., Ltd., Toronto, Ont.
107,826	Pert...........	Victoria...........	1890	Upper Columbia River, B.C.	49 8	10 0	2 6	6	4	1 sc.	Robert Miller, Golden, B.C.
100,309	Pete Gorman.....	Windsor...........	1892	Saginaw, Mich., U.S.A..	76 0	19 8	10 0	64	37	13 sc..	Jas. Whalen, Port Arthur, Ont., Jas. Murphy, Fort William, Ont., A. F. Bowman, Southampton, Ont., J.O.
122,225	Petit St. Laurent.	Montreal..........	1904	Grande Mère, Que.....	38 9	8 7	3 1	10	7	1 sc..	Joseph Alfred Petit and Arthur St. Laurent, J.O., Grande Mère, Que.
103,863	Petrel...........	Halifax.............	1898	Halifax, N.S...........	29 5	8 5	3 5	6	4	5 sc..	J. N. Hume, Halifax, N.S.
96,917	Petrel...........	Kingston..........	1892	Collin's Bay, Ont.......	129 2	26 3	9 6	346	199	80 sc..	Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
103,040	Petrel...........	Ottawa............	1892	Owen Sound, Ont.....	116 0	22 0	10 3	192	98	50 sc..	The Minister of Marine and Fisheries, Ottawa, Ont.

121,974	Petrel	Victoria	1906	Victoria, B.C.	86 4	17 0	12 3	134	58	23 sc	Victoria Machinery Depot Co., Ltd., Victoria, B.C.
107,217	Petrel	Winnipeg	1899	Westbourne, Man.	120 0	26 0	6 0	168	94	5 sc	The Manitoba Gypsum Co., Ltd., Winnipeg, Man.
111,952	Pheasant	New Westminster	1904	Langley, B.C.	112 0	17 2	5 0	251	158	9 pa	The Skeena River Nav. Co., Ltd., Vancouver, B.C.
103,694	Philadelphia	Sault Ste. Marie	1896	Sault Ste. Marie, Mich., U.S.A.	90 0	19 0	14 8	148	88	31 sc	Algoma Central & H. B. Ry., Sault St. Marie, Ont.
116,837	Phœbe	Kingston	1904	Kingston, Ont	40 6	8 4	3 3	11	7	2 sc	John H. Wilmott, Beaumaris, Ont.
111,571	Phœnix	Toronto	1900	Huntsville, Ont	50 0	11 2	4 8	29	20	7 sc	Huntsville Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
103,480	Phœnix	Vancouver	1896	Ballard, Wash, U.S.A.	75 0	7 0	16 0	87	54	11 sc	H. Bell-Irving & Co., Ltd., Vancouver, B.C.
116,380	Phyllis	Port Arthur	....	....	21 0	5 4	2 5	2	1	⅕ sc	L. Walsh, and W. C. Dalton, J.O., Port Arthur, Ont.
116,381	Pickett	"	1887	Brooklyn, N.Y., U.S.A.	75 0	13 0	6 0	45	30	14 sc	E. J. Nuttall and A. S. Nuttall, J. O., Port Arthur, Ont.
....	Picton	Montreal	1870	Montreal, Que	179 6	27 0	11 2	946	502	— pa	Montreal Safe Deposit Co., Montreal, Qué.
....	Pierrepont	Kingston	1871	Kingston, Ont	123 0	18 8	7 1	252	153	....	St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
116,810	Pierreville	Sorel	1906	Pierreville, Que	100 0	24 0	3 7	121	76	8 pa	Alberic Archie Mondon and Irené Yergeau, Pierreville, Que.
88,294	Pilgrim	Quebec	1884	St. Nicholas, Que.	122 0	22 1	7 4	262	165	32 pa	H. S. Folger, Kingston, Ont.
88,303	Pilot	"	1884	Lévis, Que	109 9	32 5	13 7	427	269	75 sc	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
111,579	Pilot	Toronto	1901	Parry Sound, Ont	71 5	15 5	6 3	70	48	5 sc	Mrs. Carrie E. Pratt, Parry Sound, Ont.
116,439	Pilot	Vancouver	1897	....	25 0	6 5	2 8	2	2	6 sc	Charles G. Johnson, Vancouver, B.C.
111,790	Pilot	Victoria	1902	Pilot Bay, B.C.	31 0	7 4	3 2	8	5	[sc	Fred. Cogle, Pilot Bay, B.C.
107,109	Pilot	"	1898	Chemainus, B.C	127 5	24 8	12 0	279	148	90 sc	Jas. Dunsmuir, Victoria, B.C.
116,289	Pioneer	Halifax	1904	Mahone Bay, N.S.	41 4	10 8	5 2	15	11	1⅘ sc	James F. Rood, Halifax, N.S.
112,306	Pioneer	Winnipeg	1902	Ninette, Man.	60 0	13 0	3 5	16	8	3⅓ sc	Pelican Lake Steamboat & Trading Co., Ltd., Ninette, Man.
75,913	Pioneer	Kingston	1879	Napanee, Ont.	49 0	15 2	4 6	28	19	14 sc	H. C. Rothwell, Kingston, Ont.
103,102	Plover	Montreal	1863 1894	Lachine, Que.	64 7	15 3	7 0	40	27	9 sc	The Sincennes McNaughton Line, Ltd., Montreal, Que.
116,595	Pocahontas	"	1904	North Hatley, Que.	68 5	16 5	5 0	56	38	12 sc	J. G. Sampson, North Hatley, Que.
92,727	Pochahontas	Toronto	1885	Muskoka Mills, Ont.	36 0	16 0	3 7	32	20	4 pa	Muskoka Mill & Lumber Co., Toronto, Ont.
85,759	Polaris	Quebec	1883	Lévis, Que	118 5	31 4	16 5	533	336	180 sc	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.

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111,494	Pole Nord	Quebec	1899	Quebec, Que.	29 6	7 0	3 5	4	3	5 sc	Joseph M. Rousseau, Quebec, Que.
62,598	Polino	"	1870	Sunderland, G.B.	198 7	27 3	15 5	807	524	98 sc	Antoine Gagnon and Thomas Gagnon, J.O., Quebec, Que.
88,234	Pomona	Brockville	1877	Bristol, R.I., U.S.A	42 5	8 6	3 2	5	3	3 sc	V. H. Moore, M.D., Brockville, Ont.
111,864	Pontiac	Ottawa	1901	Arnprior, Ont.	86 7	16 0	6 7	116	97	75 pa	H. F. McLachlin and Claude McLachlin, Arnprior, Ont.
116,334	Pontiac	"	1903	Simcoe, Ont.	40 0	16 0	3 6	15	9	20 pa.	Peter Whelen, Ottawa, Ont.
100,687	Popeum	New Westminster	1894	Popeum, B.C.	50 0	12 0	3 5	13	8	1 pa	W. Knight, Popeum, B.C.
90,765	Port Elgin Queen	Goderich	1886	Port Elgin, Ont.	52 4	14 4	6 3	37	25	35 sc	A. F. Bowman and C. F. Bowman, Southampton, Ont.
121,922	Portneuf	Quebec	1906	St. Joseph de Lévis, Que.	59 0	15 7	5 7	39	26	15 sc	Alfred John Lalonde, Kingston, Ont.
51,534	Powerful	Montreal	1864	Lévis, Que.	138 0	24 0	9 6	382	189	75 pa	The Montreal Safe Deposit Co., Montreal, Que.
94,798	Powerful	Richibucto	1900	Rexton, N.B.	54 0	11 0	2 6	29	18	20 sc	John Jardine, Rexton, N.B.
103,557	Préfontaine	Montreal	1896 1898 1903	Sorel, Que	202 0	30 6	8 0	899	533	56 sc	Wm. Paul, jr., Sorel, Que.
112,166	Premier	Chatham, N.B.	1903	Chatham, N.B.	38 0	10 4	4 8	9	6	6 sc	A. F. Bently, M.O., Chatham, N.B.
92,735	Premier	Toronto	1888	Hamilton, Ont.	130 0	25 2	9 0	337	219	40 sc	The Doty Engine Works Co., Ltd., Goderich, Ont.
103,652	Premier	Winnipeg	1896	Selkirk, Man.	126 0	22 9	8 9	411	282	32 sc	Dominion Fish Co., Ltd., Winnipeg, Man.

107,900	Prescott	Montreal	1873 1900	Montreal, Que Sorel, Que	195 1	27 8	9 0	1,107	648	53 pa.	Montreal Trust and Deposit Co., Montreal, Que.
107,594	Primrose	Owen Sound	1899	Owen Sound, Ont	53 0	11 0	5 0	23	16	9 sc.	M. McInnes, Meaford, Ont.
94,990	Primrose	Toronto	1890	Toronto, Ont.	140 2	28 2	6 8	189	119	42 pa.	The Toronto Ferry Co., Ltd., Toronto Ont.
112,294	Primrose	Winnipeg	1902	Peterboro, Ont	37 0	8 4	4 0	9	6	1 sc.	The Hudson's Bay Co., London, Eng.
117,197	Prince	Kenora	1905	Kenora, Ont	27 0	6 0	3 0	3	2	1 sc.	Neil Brunsel, Kenora, Ont.
....	Prince Alfred	Kingston	1867	Brockville, Ont.	60 2	10 8	5 0	20	10	....	Mrs. S. E. Miller, Gore Bay, Ont.
107,349	Prince Albert	Yarmouth	1901	Shelburne, N.S	97 0	20 0	8 4	127	64	24 sc.	The Dominion Atlantic Railway Co., Ltd., London, Eng.
80,955	Prince Edward Ferry.	Picton, Ont.	1885	Deseronto, Ont.	58 0	18 4	3 0	18	12	12 pa.	Wm. Powles, Deseronto, Ont.
103,595	Princess	Charlottetown	1896	Grangemouth, G.B	165 0	26 0	17 7	542	252	90 sc.	The Minister of Marine and Fisheries, Ottawa, Ont.
....	Princess	Montreal	1872	Montreal, Que	141 9	22 4	7 8	527	298	— pa.	Ottawa River Navigation Co., Montreal, Que.
116,405	Princess Beatrice	Victoria	1903	Victoria, B.C	193 4	37 4	15 2	1,290	635	124 sc.	Canadian Pacific Railway Co, Montreal, Que.
107,202	Princess Helen	Winnipeg	1898	Wakefield, G.B	22 4	6 5	2 4	2	1	1 sc.	A. J. Tempest, Edmonton, N.W.T.
77,903	Princess Louise	Cornwall	1879 1888	Ogdensburg, N.Y., U.S.A.	67 7	13 0	4 2	26	18	25 sc.	A. Smallman, Dundee, Que.
77,634	Princess Louise	Kingston	1879	Wolfe Island, Ont	94 0	18 5	4 9	115	71	30 sc.	Eden A. Johnson, L'Orignal, Ont.
72,682	Princess Louise	Victoria	1869	New York, U.S.A	184 0	30 0	13 0	932	544	75 pa.	Canadian Pacific Railway Co., Montreal, Que.
109,860	Princess May	Vancouver	1888	Newcastle-on-Tyne, G.B.	249 0	33 2	17 7	1,717	892	450 sc.	Canadian Pacific Ry. Co., Montreal, Que.
103,646	Priscilla	Toronto	1897	Kingston, Ont	53 2	9 2	4 6	20	14	15 sc.	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
107,724	Proctor	Vancouver	1900	Nelson, B.C	65 0	14 4	5 2	43	29	13 sc.	Canadian Pacific Railway Co., Montreal, Que.
122,158	Progressive	"	1906	Vancouver, B.C.	77 6	18 0	8 8	88	60	16 sc.	The Progressive Steamboat Co., Ltd., Vancouver, B.C.
107,865	Prospector	Dawson	1901	White Horse, Y.T	110 9	22 2	4 5	263	165	10 pa.	R. P. McLellan, Dawson, Y.T.
121,713	Prospector	Vancouver	1905	Vancouver, B.C.	27 0	7 7	2 3	8	5	⅓ sc.	Charlie Cavanaugh, Vancouver, B.C.
111,819	Psyche.	"	1901	"	28 4	6 4	2 9	3	2	2 sc.	The Board of Trustees of the Presbyterian Church in Canada. (Inc.) Toronto, Ont.
111,950	Ptarmigan	New Westminster	1903	Golden, B.C	110 0	20 5	4 0	246	155	4 pa.	The Upper Columbia Navigation & Tramway Co., Ltd., Golden, B.C.
122,073	Puffing Billy	Toronto	1905	Waubaushene, Ont	23 8	5 8	2 9	3	2	⅓ sc.	John Cumberlege Cautley, Minnicoganashene, Ont.

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111,923	Puritan	Toronto	1901	Holland, U.S.A	41 4	6 8	3 0	6	4	... sc	Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
121,738	Pursuit	Vancouver, B.C.	1905	Vancouver, B.C	32 0	10 0	3 3	12	8	1 sc	William Main, M.O., Vancouver, B.C.
96,899	Quadra	Ottawa	1891	Paisley, G.B.	174 5	31 1	13 6	573	265	120 sc	The Minister of Marine and Fisheries, Ottawa, Ont.
96,916	Quebec	Kingston	1867	Bedford Mills, Ont.	110 2	23 4	5 1	108	60	45 sc	H. F. Cumming, Cornwall, Ont.
....	Quebec	Montreal	1865	Sorel, Que	282 6	34 0	11 7	2,656	1,273	—pa	The Montreal Safe Deposit Co., Montreal, Que.
100,688	Queen	New Westminster	1894	Kamloops, B.C	70 0	12 8	3 6	77	49	4 pa	Mrs. Antoinette Le M. Saucier, Kamloops, B.C.
107,619	Queen	Ottawa	1899	North Bay, Ont.	50 2	9 3	4 8	15	12	8 sc	R. Farries, *et al.*, North Bay, Ont.
92,335	Queen	Quebec	1886	Lévis, Que.	117 0	31 6	14 8	367	249	75 sc	The Quebec & Lévis Ferry Co,, Ltd , Quebec, Que.
85,517	Queen	Toronto	1883	Roach's Point, Ont.	35 7	8 5	3 5	7	5	8 sc	Thomas Ellis, Roach's Point, Ont.
78,015	Queen	Winnipeg	1883	Kenora, Ont.	49 5	9 0	4 2	32	19	15 sc	A. F. D. MacGachen Winnipeg, Man., and W. A. Weir, Kenora, Ont., J. O.
103,482	Queen City	Victoria	1894	Vancouver, B.C.	116 0	27 0	10 0	391	244	34 sc	Canadian Pacific Railway Co., Montreal, Que.
90,567	Queen of the Isles	Toronto	1885	Orillia, Ont.	72 0	11 0	4 3	40	27	15 sc	Muskoka Leather Co., Ltd., Toronto, Ont.
107,861	Quick	Dawson	1900	Dawson, Y.T.	60 0	11 0	3 0	67	61	55 pa	Thos. Smith, Fort Selkirk, Yukon Territory.
85,571	Quiddy	St. John, N.B	1883	Portland, N.B.	62 3	12 0	4 9	31	19	10 pa	A. T. McAllister, Gagetown, N.B.

107,481	R. A. McLean	Sault Ste. Marie	1873	Muskegon, Mich., U.S.A.	49 0	13 2	5 1	30	14	— sc	Mrs. Margaret McLean, Sault Ste. Marie, Ont.
	R. B. McPherson.	Goderich	1872	Goderich, Ont	53 9	11 0	5 9	30	20		Jas. Morrow, Collingwood, Ont.
100,125	R. C. Brittain	Wallaceburg	1877	Toledo, O., U.S.A	142 2	24 0	8 0	213	149	13 sc	Wm. Scott, Wallaceburg, Ont.
77,716	R. F. Child	"			35 5	8 2	4 0	5	3	3 sc	H. D. Gamble, Toronto, Ont.
111,971	R. H. Dobson	Southampton	1902	Goderich, Ont	75 0	14 7	6 9	44	30	14 sc	Dobson & McLeod, Southampton, Ont.
111,853	R. J. Morrell	Owen Sound	1901	Meaford, Ont	68 0	13 0	6 5	40	27	10 sc	Jas. Pilgrim, Meaford, Ont.
103,875	R. P. Flower	Montreal	1883	Watertown, N.Y., U.S.A	56 6	10 5	3 5	22	14	2 sc	V. P. Cantin, Montreal, Que.
85,316	R. P. Rithet	Victoria	1882	Victoria, B.C.	177 0	33 6	8 5	817	686	250 pa	Canadian Pacific Railway Co., Montreal, Que.
116,472	R. R. Call	Chatham, N.B	1904	Chatham, N.B.	53 6	13 0	5 3	23	16	8 sc	Charles Remsborow, Chatham. N.B.
83,154	R. Anglin	Belleville	1869	Kingston, Ont	97 3	22 9	5 4	97	52	2 sc	R. J. Couch and H. W. Brooks, J.O., Ottawa, Ont.
100,935	R. Hurdman	Ottawa	1892	Kippewa, Que	103 0	19 7	6 6	93	68	45 sc	A. Lumsden, Ottawa, Ont.
116,305	R-Tis-3	Charlottetown	1905	Charlottetown, P.E.I.	25 4	7 5	3 4	3	3	5½ sc	H.H. Crossman, Charlottetown, P.E.I
88,529	R. Watts	Hamilton	1887	Hamilton, Ont	24 8	6 5	3 8	27	18	5 sc	Robert Watts, Hamilton, Ont.
103,926	Rainbow	Peterborough	1898	Birdsall, Ont	71 4	11 7	3 7	51	34	6 sc	Francis Burnett, Birdsall, Ont.
90,725	Ralph E. S	Halifax	1886	Mahone Bay, N.S	56 0	13 2	6 2	28	19	20 sc	John A. Neville, Halifax, N.S.
116,400	Ralph T. Holcomb	Sarnia	1898	Marine City, Wis., U.S.A	133 5	30 2	9 2	375	165	42 sc	F. E. Hall, L'Orignal, Ont,
107,591	Rambler	Owen Sound	1898	Owen Sound, Ont.	48 2	8 8	5 0	6	4	14 sc	Waterous Engine Co., Ltd., Brantford, Ont.
107,180	Rambler	Port Arthur	1891	Superior, Wis., U.S.A	30 0	9 0	4 0	6	3	8 sc	Geo. A. McLaurin, Savanne, Ont.
116,266	Rambler	Toronto	1903	Toronto, Ont.	70 0	10 0	3 5	39	25	10 sc	Mrs. Isabelle McKinnon, Toronto, Ont.
117,003	Rambler	Vancouver	1904	Vancouver, B.C	23 0	6 2	2 6	2	1	⅓ sc	Cyril J. Haney, Port Haney, B.C.
121,754	Rambler	"	1906	"	31 0	10 0	4 6	15	10	⅘ sc	Clarence Porter, Vancouver, B.C.
122,157	Rambler	"			40 6	7 6	4 0	11	7	4 sc	Joseph L. Wilson, Vananda, B.C.
103,655	Rambler	Winnipeg	1896	Kenora, Ont.	46 7	10 4	4 5	26	18	1 sc	C. G. Pennock and E. F. Kendall, Kenora, Ont.
107,253	Ramona	New Westminster	1896	Portland, Ore., U.S.A	178 2	25 0	4 4	251	209	9 pa	Western Steamboat Co., Ltd., New Westminster, B.C.
97,127	Randolph	Quebec	1890	Quebec, Que	42 2	11 4	4 0	17	4	40 sc	Mrs. Sarah C. Malone, Trois Rivières, Que.

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103,259	Randolph........	St. John, N.B	1894	St. John, N.B........	38 3	10 3	3 3	9	6	8 sc ..	Fredericton Boom Co., Fredericton, N.B.
92,395	Ranger.....	Deseronto....	1888	Kingston, Ont.........	46 5	10 6	4 3	14	8	25 sc ..	The Rathbun Co., Deseronto, Ont.
......	Ranger..........	Port Hope.........	1884	Lindsay, Ont..........	74 0	13 0	5 0	53	40	....	Geo. Crandell, Lindsay, Ont.
116,937	Ranger..........	Victoria...	......	U.S.A......	58 8	19 0	5 9	53	28	12 sc ..	A. H. Mace, F. Wm. Hemer, and Wm. H. Morton, Nanaimo, B.C.
94,841	Ranger...	Windsor, Ont.	1888	Walkerville, Ont	44 4	7 5	3 7	8	5	5 sc ..	Wm. Parker, Sandwich, Ont.
117,198	Rat Portage	Kenora............	1905	Kenora, Ont......	38 5	8 0	3 5	15	10	1 sc ..	Rat Portage Lumber Co., Ltd., Kenora, Ont.
112,250	Raven....	Vancouver.........	1902	Friday Harbour, U.S.A.	43 0	13 0	6 4	25	17	7 sc ..	N. J. Mayhew, Vancouver, B.C.
100,050	Recluse..........	Brockville.........	1897	New York, N.Y., U.S.A.	18 5	8 3	2 1	3	2	2 sc ..	E. H. Bissett, Brockville, Ont.
88,471	Red River........	Winnipeg..........	1882	Winnipeg, Man.........	125 0	26 0	6 8	166	113	5 sc ..	Northwest Nav. Co., Ltd., Winnipeg, Man.
90,787	Red Star.........	Victoria..	1887	Victoria, B.C.....	33 0	9 0	3 0	15	10	2 pa..	M. P. Reid, Kaslo, B.C.
112,303	Redwing.........	Winnipeg	1904	Selkirk, Man...........	65 0	10 0	7 0	23	16	5 sc ..	The Superintendent General of Indian Affairs, Ottawa, Ont.
88,499	Regina....... ...	"	1885	Winnipeg, Man.........	32 0	8 5	4 5	7	5	1 sc ..	J. D. Johnson, Kenora, Ont.
100,654	Reginald..	Sarnia.............	1894	Garden Island, Ont.....	120 6	20 0	9 7	186	13	400 sc ..	The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
121,790	Reina..	Ottawa............	1905	Hull, Que.	30 4	6 8	3 6	4	3	½ sc ..	Francis St. Louis, Hull, Que.

88,561	Reindeer	Kingston	1884	Kingston, Ont	74 0	17 2	5 3	58	34	11 sc	James Collier, Fredericksburg, Ont.
97,115	Reliance	Midland	1892	Collingwood, Ont	124 0	23 0	11 6	311	182	66 sc	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
85,281	Reliance	Deseronto	1881	Deseronto, Ont	120 0	23 5	9 0	239	169	134 sc	The Rathbun Co., Deseronto, Ont.
103,166	Reliance	Vancouver	1897	New Westminster, B.C.	54 0	12 4	6 1	36	25	8 sc	Anglo-British Columbia Packing Co., Ltd., London, Eng.
117,114	Reliance	"	1905	Vancouver, B.C.	26 8	8 6	3 9	10	7	1 sc	D. S. Gray, Vancouver, B.C.
84,842	Relief	Quebec	1865	Mystic, Conn., U.S.A.	116 0	30 0	15 3	381	193	90 sc	Antoine Gagnon, Quebec, Que.
71,116	Rescue	Collingwood	1878	Collingwood, Ont.	56 0	13 5	6 0	20	17	20 sc	Richard Power, M.O., Victoria Harbour, Ont.
88,244	Rescue	Deseronto	1885	Deseronto, Ont.	62 0	16 0	7 0	52	36	96 sc	The Rathbun Co., Deseronto, Ont.
92,573	Rescue	Halifax	.....	....	104 0	21 8	7 5	124	84	30 sc	Wm. McFatridge, Halifax, N.S.
92,439	Rescue	Toronto	1886	Toronto, Ont.	41 0	8 7	4 2	7	5	2 sc	Mrs. Mary C. McMurchy and Alicia C. McMurchy, J.O., Toronto, Ont.
85,719	Reserve	Ottawa	1884	Buffalo, N.Y., U.S.A.	61 8	15 3	4 8	49	36	30 sc	Minister of Marine and Fisheries, Ottawa, Ont.
78,554	Restigouche	Quebec	1877	Port Glasgow, G.B.	229 7	31 0	16 1	945	463	180 sc	North American Transportation Co. Ltd., Quebec, Que.
117,159	Restless	New Westminster	1906	New Westminster, B.C.	71 0	17 0	7 0	76	53	16 sc	Westminster Towing & Fish Co., Ltd., New Westminster, B.C.
111,868	Reta	Ottawa	1902	Britannia, Ont	35 5	8 6	2 6	2	1	4 sc	W. H. Rowatt, Ottawa, Ont.
107,589	Retta	Lindsay	1899	Lindsay, Ont.	29 0	5 2	2 0	2	1	3 sc	Joseph Brown, Lindsay, Ont.
111,777	Revelstoke	Victoria	1902	Nakusp, B.C.	126 9	22 7	4 3	309	179	10 pa	Revelstoke Nav. Co., Ltd., Revelstoke, B.C.
116,594	Rex	Montreal	1893	Brooklyn, N.Y., U.S.A.	59 0	7 0	3 0	13	9	10 sc	G. F. Benson, Montreal, Que.
116,268	Rheata	Toronto	1882	Tonawanda, N.Y., U.S.A.	48 0	12 4	5 7	27	18	9 sc	The Charlton Sawmill Co., Ltd., Collingwood, Ont.
69,613	Rhoda	Quebec	1874	Lévis, Que	131 6	23 0	10 1	182	59	45 pa	J. H. Dorion, Chateau Richer, Que.
77,576	Rhoda May	Montreal	1877	Messina, N.Y., U.S.A.	50 0	9 8	4 5	18	12	10 sc	A. P. Ross, Cornwall, Ont.
117,023	Richmond	Sydney	1905	Sydney, N.S.	112 5	18 0	8 3	162	105	20 sc	The Richmond Steamship Co., Ltd., Sydney, N.S.
92,614	Richmond	Winnipeg	1887	Thunder Bay, Ont	39 4	11 0	4 8	14	10	2 sc	Joseph Brimson, Port Arthur, Ont.
96,920	Rideau King	Kingston	1893	Kingston, Ont	107 0	23 4	6 0	266	197	12 sc	The Rideau Lakes Navigation Co., Ltd., Kingston, Ont.
107,742	Rideau Queen	"	1900	"	108 0	27 3	6 9	351	196	25 sc	" "
107,855	Rideout	Dawson	1898	Stockton, Cal., U.S.A.	150 0	32 0	4 0	278	267	450 pa	A. J. Smilie, Dawson, Yukon Territory.

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111,946	Rifle	New Westminster	1902	Kamloops, B.C.	45 0	11 0	3 5	37	23	2 pa	Geo. Brown, M.O., Kamloops, B.C.
97,118	Ripple	Collingwood	1892	Collingwood, Ont.	32 0	8 0	3 7	5	4	1 sc	Peter Chesterfield, Richard's Landing, Ont.
72,557	Ripple	Kingston	1874	Portsmouth, Ont.	38 0	8 6	3 3	13	10	2 sc	C. Warren, Pembroke, Ont.
77,993	Ripple	Ottawa	1878	Hull, Que	43 9	8 8	4 6	16	10	14 sc	W. H. Wylie, Carleton Place, Ont.
116,212	Ripple	Quebec	1902	Quebec, Que	39 6	9 5	4 5	13	9	3 sc	John S. Thom, Quebec, Que.
112,047	Ripple	St. Catharines	1902	St. Joseph, Mich., U.S.A	15 4	5 3	3 7	2	1	1½ sc	J. P. Gibbons, Port Colborne, Ont.
66,064	Rival	Montreal	1873	St. Colombe, Que.	120 0	23 0	8 4	125	36	60 pa	Sincennes McNaughton Line Ltd., Montreal, Que.
96,894	River Belle	Ottawa	1891	Chalifeau L'ng, Que.	40 0	8 5	4 5	14	11	20 sc	Daniel Johnson, Combermere, Ont.
117,126	River View	Kingston	1903	Penetang, Ont	29 4	7 6	2 9	5	3	4/5 sc	F. Shipman, Ivy Lea, Ont.
100,335	Rivière du Loup	Montreal	1873 1895	Sorel, Que	104 8	22 7	4 6	199	130	19 pa	Narcisse Auclair, L'Assomption, Que.
121,732	Roamer	Vancouver	1905	Vancouver, B.C	17 7	5 1	2 1	1	1	7 sc	John S. Gall, Vancouver, B.C.
111,585	Rob Roy	Peterborough	1900 1904	Peterborough, Ont.	41 0	7 4	3 4	13	10	½ sc	Robert M. Roy, Peterborough, Ont.
111,915	Rob Roy	Toronto	1899	Pefferlaw, Ont	30 0	7 5	3 0	5	3	1 sc	Norman Bennet, Orillia, Ont.
100,732	Rob Roy	Windsor, N.S.	1892	Mount Denison, N.S.	52 0	10 2	5 0	14	10	12 sc	T. W. McKinley and W. H. McKinley Mount Denison, N.S.

77,830	Robbie Burns	Halifax	1876	Dartmouth, N.S	72 4	25 0	7 0	89	73	20 sc	W. Beazley, *et al.*, Ferguson's Cove, N.S.
85,320	Robert Dunsmuir	New Westminster	1883	New Westminster, B.C.	105 0	17 5	6 7	152	96	18 sc	Herbert Gilley, New Westminster, B.C.
107,419	Robert Mackay	Montreal	1899	Lévis, Que	79 2	17 6	11 9	129	87	43 sc	Harbour Commissioners of Montreal, Montreal, Que.
85,494	Rock	Collingwood	1883	Midland, Ont	43 6	11 8	6 8	14	10	16 sc	James Anderson, M.O., Midland, Ont.
107,879	Rockaway	Lindsay	1901	Lindsay, Ont	36 6	6 5	2 5	7	5	6 pa	T. H. DeCew, Fenelon Falls, Ont.
107,216	Rocket	Winnipeg	1899	Selkirk, Man	76 0	15 0	6 8	56	21	7 sc	Northwest Navigation Co. Ltd., Winnipeg, Man.
85,358	Rockland	Ottawa	1882	Rockland, Ont	65 5	16 0	9 2	78	50	50 sc	The Hawkesbury Lumber Co., Ltd. Hawkesbury, Ont.
112,297	Roddy	Winnipeg	1901	Selkirk, Man	34 5	10 3	3 0	14	10	1 sc	The Imperial Fish Co. Ltd., Selkirk, Man.
92,542	Rodolphe	Montreal	1885	Sorel, Que	100 7	29 4	5 2	116	72	26 pa	Louis Tourville, Montreal, Que.
112,348	Rona	Liverpool	1903	Liverpool, N.S	75 2	19 3	7 5	70	42	— sc	His Majesty King Edward VII.
111,669	Rosa	Montreal	1902	St. Hyacinthe, Que	45 7	12 0	1 6	26	16	2 pa	Mrs. Louisa Blanchard, St. Hyacinthe, Que.
83,151	Rosamond	Belleville	1883	Belleville, Ont	48 0	9 5	4 9	23	15	15 sc	Jas. F. Canniff, Toronto, Ont.
111,655	Rose Emma	Montreal	1900	St. Gabriel de Brandon, Que.	44 6	9 0	4 2	11	7	1 sc	St. Gabriel Lumber Co. Ltd., Montreal, Que.
95,265	Rosedale	Toronto	1838	Sunderland, G.B	246 1	35 0	21 1	1,507	977	106 sc	The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.
122,122	Rosemary	Halifax	1906	Sable River, N.S	66 1	14 6	5 9	41	28	8 sc	Mrs. Rosanna Neville, Halifax, N.S.
103,565	Rosemount	Montreal	1896	Bill Quay, G.B	245 0	41 0	18 4	1,580	989	200 sc	The Montreal Transportation Co., Ltd., Montreal, Que.
122,212	Rosena	Toronto	1906	Gregory, Ont	33 0	7 6	3 0	6	4	½ sc	Charles John Henry Ames, Muskoka, Ont.
111,660	Roseneath	Montreal	1901	Racine, Wis., U.S.A	20 0	5 5	2 6	1	1	1 sc	François R. F. Brown, Montreal, Que.
107,177	Rosey May	Port Arthur	1898	Rossport, Ont	28 0	8 0	3 0	4	2	1 sc	John Bowman, Rossport, Ont.
100,670	Rosina	Kingston	.....	Cowes, Isle of Wight, G.B.	29 5	6 1	2 8	2	2	8 sc	L. B. Howland, Brockville, Ont.
80,588	Rosseau	Toronto	1880	Gravenhurst, Ont	70 0	11 6	5 0	53	36	20 sc	The Snider Lumber Co., Ltd., Toronto, Ont.
107,142	Rossland	Vancouver	1897	Nakusp, B.C	183 4	29 1	7 0	884	532	32 pa	Canadian Pacific Ry. Co., Montreal, Que.
107,442	Rothesay	"	1898	New Westminster, B.C.	144 0	30 0	5 0	553	348	17 pa	Rothesay Shipping Co., Ltd., Vancouver, B.C.
92,284	Rover	Owen Sound	1887	Owen Sound, Ont	60 2	13 5	7 0	51	35	20 sc	E. H. Horsey, Owen Sound, Ont.
111,884	Rover	Peterborough	1905	Peterboro, Ont	40 0	9 5	3 2	19	12	2 pa	The Dickson Co., Ltd., Peterboro, Ont.

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103,692	Rover	Sault Ste. Marie	1893	Bay City, Mich., U.S.A.	30 6	7 8	2 8	6	3	5 sc	Blind River Towing Co., Blind River, Ont.
97,168	Rover	Victoria	1891	Nanaimo, B.C.	30 0	8 0	3 0	7	4	1 sc	John D. Foreman, Nanaimo, B.C.
103,385	Rover	Winnipeg	1895	Keewatin, Ont	39 7	9 9	3 9	8	5	1 sc	Dominion Fish Co. Ltd., Winnipeg, Man.
107,363	Roy	Toronto	1898	Victoria Harbour, Ont.	31 0	8 1	3 7	6	4	1 sc	The Georgian Bay Hotel Co., Ltd., Parry Sound, Ont.
117,081	Roy Mac.	Collingwood	1905	Collingwood, Ont.	44 0	12 0	6 6	23	16	4 sc	M. J. Haney and R. Miller, Toronto, Ont.
116,667	Royal	Midland	1906	Honey Harbour, Muskoka, Ont.	31 4	7 6	3 2	5	3	2 sc	Fred, Earnest, Phileas and George Grisé, Midland, Ont.
111,956	Royal City	New Westminster	....	London, G.B.	96 5	12 0	6 5	38	23	20 sc	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
77,702	Ruby	Brockville	1878	Brockville, Ont	70 0	15 0	5 0	72	44	36 sc	John Ellison, Port Stanley, Ont.
88,562	Ruby	Kingston	1879	Garden Island, Ont.	23 4	5 6	2 5	2	1	4 sc	Chas. Stewart, Lansdowne, Ont.
116,991	Ruby	Ottawa	1903	Barry's Bay, Ont.	41 6	9 3	4 0	11	9	1 sc	Ontario Corundum Co., Ltd., Toronto, Ont.
116,339	Ruby	"	1903	Hull, Que	31 0	7 1	3 0	2	2	4 sc	F. L. Vandusen and A. Milne, J.O., Hull, Que.
111,582	Ruby	Peterborough	1893	Peterborough, Ont	32 0	6 7	3 5	7	5	4 sc	H. E. Ford, Norwood, Ont.
112,149	Rulo	Toronto	1903	Kingston, Ont	47 0	7 3	3 3	9	6	5 sc	Wm. C. Crowther, Toronto, Ont.
75,660	Rupert	Quebec	1877	Quebec, Que	147 0	25 5	10 4	512	292	150 pa	W. E. Cornell, Toronto, Ont.

111,990	Rupert	Vancouver	1900	Hong Kong, China	24 5	6 6	3 6	3	2	1 sc	John R. Reid and James R. Turner, Vancouver, B.C.
103,848	Russell	Ottawa	1896	Rockland, Ont	79 8	17 0	7 0	76	45	57 sc	W. C. Edwards & Co., Ltd., Rockland, Ont.
97,193	Rustler	Chatham, N.B	1891	Newcastle, N.B	97 4	20 6	4 6	102	64	20 pa	John Russell, M.O., Newcastle, N.B.
116,451	Rustler	Vancouver	1903	Vancouver, B.C.	32 0	8 4	4 2	13	9	1 sc	George Junior, Vancouver, B.C.
103,649	Ruth	Kingston	1899	Kingston, Ont	59 5	13 7	7 0	36	18	60 sc	Wm. Owen, Montebello, Que.
100,595	Ruth	Quebec	1892	Quebec, Que	40 0	7 3	3.2	9	6	1 sc	Quebec & Lake St. John Railway Co., Quebec, Que.
117,127	S. and Y.	Kingston	1905	Kingston, Ont	49 8	9 3	4 0	11	8	1½ sc	Selby & Youlden, Ltd., Kingston, Ont.
112.177	S. W. Marchment.	Toronto			97 0	16 0	5 5	89	60	2 sc	E. Bedford and T. Hough, E. Toronto, Ont.
100,497	Sadie	Victoria	1892	Victoria, B.C	68 0	14 8	7 4	49	29	13½ sc	George McGregor, M.O., Victoria, B.C.
122,218	Sagamo	Toronto	1906	Toronto, Ont	152 0	29 0	9 7	744	420	68 sc	The Muskoka Lakes Navigation & Hotel Co., Ltd., Toronto, Ont.
69,524	Saginaw	Sarnia	1873	Port Huron, Mich., U.S.A.	142 0	25 5	10 0	357	243	150 sc	The Great Lakes Towing Co. Ltd., Sarnia, Ont.
112,052	Saida	St. Catharines	1903	Dunnville, Ont	32 9	13 6	5 0	14	10	20 sc	James Crumb, Dunnville, Ont.
107,208	St. Alphonse	Winnipeg	1897	Fort Smith, N.W.T.	54 0	10 5	4 8	25	15	3 sc	Rt. Rev. Emile Grouard, Fort Chipweyan, N.W.T.
85,691	St. Andrew	Chatham, N.B.	1883	Chatham, N.B	92 5	19 3	6 9	77	52	54 sc	J. B. Snowball Co., Ltd., Chatham, N.B.
71,636	Saint Anne	Montreal	1875	Montreal, Que	72 0	12 0	5 6	25	18	25 sc	E. A. Hodgson, Hudson, Que.
100,716	St. Anne	"	1889	Sorel, Que	44 1	9 4	3 0	14	10	2 sc	F. X. Crepeau, Sorel, Que.
107,405	St. Antoine	"	1898	St. Antoine, Que	51 4	8 9	3 4	14	10	10 sc	Ferdinand Fecteau, St. Antoine, Que.
61,167	Saint Catharine	Quebec	1870	Buffalo, N.Y., U.S.A.	37 0	9 0	4 9	12	8	10 sc	F. Mercier, Beauport, Que.
112,074	St. Charles	Peterborough	1904	Peterborough, Ont	42 0	10 0	3 7	26	18	2 sc	Alfred Macdonald, Peterborough, Ont.
111,618	St. Charles	Quebec	1901	Quebec, Que	46 8	11 0	5 6	23	16	5 sc	Mrs. Jos. Vallière, Quebec, Que.
107,246	St. Clair	Vancouver	1898	New Westminster, B.C.	78 0	17 0	7 0	68	46	17 sc	G. H. French and C. E. Robertson, Vancouver, B. C.
75,637	St. Clair Flat	St. Catharines	1867	Algonac, Mich., U.S.A.	41 0	13 0	3 9	17	11	20 sc	David Foster, Port Burwell, Ont.
80,731	St. Croix	Quebec	1880	St. Nicholas, Que	125 1	26 0	8 6	506	318	30 pa	F. Boisvert, Ste. Croix, Que.

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103,937	St. George........	Chatham, N.B . . .	1897	Chatham, N.B..........	114 6	25 1	12 3	278	175	44 pa..	J. B. Snowball Co., Ltd., Chatham, N. B.
90,538	St. George.... ...	Montreal.	1886	Sorel, Que..	61 5	12 3	6 0	21	14	23 sc ..	Frank Simpson, Toronto, Ont.
100,600	St. George........	"	1892	Montreal, Que..........	77 1	15 5	7 6	68	29	9 sc ..	Dickson Anderson, Montreal, Que.
107,790	St. George..	Ottawa........... .	1893	Simcoe, Ont......	37 0	15 7	3 6	17	9	20 pa..	Geo. H. Perley, Ottawa, Ont.
88,317	St. George........	Quebec...	1885	Quebec, Que......	37 0	10 0	4 0	13	9	40 sc ..	Wilbrod Jalbert, Quebec, Que.
116,784	St. George........	Vancouver.... ...	1904	Vancouver, B.C	131 2	28 5	12 5	544	370	32 sc ..	North Vancouver Ferry & Power Co., Ltd., Vancouver, B.C.
112,039	St. Henri...... .	Quebec......	1900	St. Henri, Que.	84 6	19 9	7 2	101	68	7 sc ..	Alex. Morin, St. Henri de Taillon, Que., and Chas. Potvin, St. Gédéon, Que., J.O.
....	St. Irénée	Montreal.....	1866	Sorel, Que...	248 0	31 2	10 8	1,768	962	— pa .	Montreal Safe Deposit Co., Montreal, Que.
103,290	St. Isidore...... .	Chatham, N.B......	1895	Chatham, N.B....	96 2	23 1	5 5	142	89	31 pa..	J. B. Snowball Co., Ltd., Chatham, N. B.
112,007	St. Joe...........	Port Arthur........	1902	Port Arthur, Ont.. ...	70 0	24 5	7 0	118	80	10 sc ..	Jos. Servais, Port Arthur, Ont.
64,580	St. John	St. John, N.B......	1871	Portland, N.B...	55 7	15 6	8 1	47	32	26 sc ..	W. B. Dever, Sherbrooke, N.S.
107,215	St. Joseph	Winnipeg.....	1893	Fort Chipewyan, N.W.T.	59 0	9 5	4 0	27	16	2 pa..	Rt. Rev. Emile Grouard, Fort Chipewyan, N.W.T.
88,572	St. Julian	Kingston..	1884	Kingston, Ont........ .	48 0	8 6	4 0	20	14	8 sc ..	J. H. Davis, Gananoque, Ont.
103,942	St. Kilda........	Chatham, N.B	1898	Chatham, N.B..........	65 2	18 0	4 0	56	35	16 pa..	J.B. Snowball Co., Ltd., Chatham, N.B.

80,735	St. Laurent	Montreal	1880 1900	St. Nicholas, Que. Montreal "	126 0	24 7	7 8	546	313	43 pa.	Jos. A. Lamarre, Montreal, Que.
88,326	St. Lawrence	Chatham, N.B	1886	Quebec, Que	68 0	15 2	6 7	51	11	50 sc	T. M. Burns, Bathurst, N.B.
71,716	St. Lawrence	Halifax	1875	Renfrew G.B.	169 1	30 0	13 3	467	290	60 sc	Minister of Public Works, Ottawa, Ont.
80,942	St. Louis	Chatham, N.B	1879	Chatham, N.B	40 0	8 2	3 2	5	3	15 sc	K. F. Burns, Bathurst, N.B.
71,622	St. Louis	Montreal	1875	Buffalo, N.Y., U.S.A.	67 0	15 0	8 6	34	23	30 sc	Harbour Commissioners, Montreal, Que.
112,260	St. Louis	Montreal	1900	Kingston, Ont	60 0	14 0	4 0	29	20	22 sc	St. Lawrence Yacht Co., Ltd., Dorval, Que.
111,628	St. Louis	Quebec	1901	Grandes Piles, Que	43 4	11 2	4 5	17	11	2 sc	Octave Neault, Grandes Piles, Que.
39,807	St. Louis	"	1880	St. Louis, Lotbiniére, Que.	127 2	25 0	7 4	428	269	36 pa.	La Compagnie des bateaux à vapeur de Deschambault et Lotbiniére, Que.
112,042	St. Louis de Metabetchouan	"	1902	Metabetchouan, Que	51 8	12 0	4 5	30	20	2 sc	Wm. Price, Quebec, Que.
111,485	St. Maurice	"	1900	St. Jacques des Piles, Que.	67 0	16 0	4 7	45	30	3 sc	Joseph Coté, St. Jacques des Piles, Que.
100,730	St. Michael	Montreal	1893	Nicolet, Que	47 6	12 4	3 6	16	10	6 pa.	M. O. Shaughnessy, Nicolet, Que.
92,411	St. Nicholas	Chatham, N.B	1888	Chatham, N.B	75 2	16 6	7 7	62	42	30 sc	J. B. Snowball Co., Ltd., Chatham, N.B.
71,641	St. Paul	Montreal	1875	Montreal, Que	65 5	15 0	8 0	45	28	40 sc	The Minister of Public Works, Ottawa Ont.
71,623	St. Peter	"	1875 1903	Buffalo, N.Y., U.S.A. Montreal, Que.	65 6	16 1	8 6	66	41	13½ sc	Harbour Commissioners, Montreal, Que.
92,342	St. Roch	Quebec.	1887	Quebec, Que	41 2	9 6	4 6	18	8	15 sc	Randolph Macdonald, Toronto, Ont.
100,862	Ste. Anne	"	1893	Ste. Anne de Chicoutimi, Que.	48 0	11 6	4 0	18	11	12 pa.	E. Gagnon, Ste. Anne de Chicoutimi, Que.
121,924	Ste. Anne	"	1905	Ste. Anne, Que	77 0	22 2	5 4	100	63	9 pa.	Onésime Tremblay, M.O., Ste. Anne, Que.
111,665	Salaberry	Montreal	1902	Valleyfield, Que	99 5	21 6	5 4	222	142	13½ sc	Horace Sicotte, Valleyfield, Que.
72,717	Salty Jack	St. Catharines	1874	Buffalo, N.Y., U.S A.	56 0	15 5	7 0	45	28	56 sc	Lake Superior Tug Co., Ltd., Port Arthur, Ont.
90,821	Salvor	Halifax	1887	Port Medway, N.S	53 0	21 0	6 5	45	35	25 sc	Wm. Beazley, *et al.*, Halifax, N.S.
116,395	Salvor	Sarnia	1898	Bay City, Mich., U.S.A.	105 8	21 0	12 0	126	72	56 sc	The Reid Wrecking Co., Ltd., Sarnia, Ont.
62,279	Salvor	Victoria	1869	Govan, G.B	215 6	27 7	20 7	887	561	100 sc	The British Columbia Salvage Co., Ltd., Victoria, B.C.
116,259	Sampson	Toronto	1903	Fesserton, Ont	36 0	10 0	3 4	12	8	2 pa.	W. W. Carter, Fesserton, Ont.
100,423	Samson	Ottawa	1893	Simcoe, Ont	41 0	16 0	3 6	15	7	20 pa.	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.

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....	Samson..........	Montreal.	1862	Montreal, Que.........	101 3	22 4	6 6	121	27	....	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
77,914	Samson....	Port Hope....	1876	Lindsay, Ont.	98 0	22 0	4 4	129	82	40 pa..	Franklin Crandell, Lindsay, Ont.
111,629	Samson.	Quebec.............	1901	Grandes Piles, Que......	85 2	20 1	5 8	119	81	7 sc ..	Wm. Ritchie, Three Rivers, Que.
116,925	Samson	Victoria.....	1905	Victoria, B.C..	115 5	30 2	5 3	425	248	13 pa..	Wm. Turpel, Victoria, B.C.
94,623	Sand King.	Ottawa...........	1888	Ottawa. Ont...........	108 0	23 8	7 2	158	88	40 sc ..	H. F. Cumming, Cornwall, Ont.
103,888	Sandford.........	"	1897	Goderich, Ont	72 4	16 5	7 5	56	38	60 sc ..	Jas. Hunter, *et al.*, J.O., Wiarton, Ont.
107,451	Sandon	Vancouver..........	1898	Roseberry, B.C.....	76 0	16 9	6 2	97	66	19½ sc ..	Canadian Pacific Railway Co., Montreal, Que.
94,888	Sandy	Montreal.....	1887	Summerstown, Ont......	61 0	10 0	5 8	30	20	25 sc ..	C. A. McIntosh, L'Orignal, Ont.
111,857	Santa Cruz.......	Owen Sound..	1903	Wikwemikong, Ont.. ..	53 0	13 0	5 6	106	97	16 sc ..	Julius Paquin, Wikwemikong, Ont.
103,218	Sarah Agnes......	Ottawa.......	....	Carleton Place, Ont.	25 4	6 3	7 2	2	2	5 sc ..	Isaac Hunter, Hunter's Point, Que.
77,627	Sarah Daly.......	Kingston..... ...	1869	Buffalo, N.Y., U.S.A. ..	49 6	13 3	5 6	25	17	55 sc ..	John Jesmer, sr., Cornwall, Ont.
71,141	Sarah E. Day.....	Goderich....	1872	" ...	35 0	6 8	3 3	5	4	3 sc ..	W. M. Tyson, Wiarton, Ont.
121,761	Sarah M. Renton..	Vancouver	1889	Port Blakeley, Wash., U.S.A.	92 0	20 0	10 7	147	100	31 sc ..	James S. Emerson, Vancouver, B.C.
90,575	Sarama	Toronto............	1886	Racine, Wis., U.S.A....	25 6	5 5	1 8	2	1	3 sc ..	Henry S. Osler, Toronto, Ont.

96,734	Sarcelle	Chatham, N.B	1890	Douglastown, N.B.	51 0	11 4	5 4	22	15	10 sc	E. Hutchison, Douglastown, N.B.
96,853	Sarnia	Sarnia	1901	Sarnia, Ont.	66 8	21 0	11 0	85	58	27 sc	Ellen Reid, Sarnia, Ont.
116,254	Sarona	Toronto	1902	Toronto, Ont	71 5	10 5	7 5	32	22	4 sc	Huntsville & Bracebridge Tanning Co. Ltd., Huntsville, Ont.
80,776	Saronic	Sarnia	1882	Sarnia, Ont.	252 8	36 0	15 0	1,961	1,296	100 sc	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
122,061	Sarto	Montreal	1905	Lachine, Que	56 5	8 6	8 1	18	11	6 sc	Charles Desjardins, Montreal, Que.
112,300	Saskatchewan	Winnipeg	1904	Prince Albert, Sask.	94 0	22 0	4 3	225	153	5 pa	The Hudson's Bay Co., London, Eng.
88,380	Saturna	Vancouver	1885	Victoria, B.C.	48 0	12 0	5 6	22	15	3 sc	R. W. Gordon, Vancouver, B.C.
92,305	Saucy Jim	Collingwood	1887	Meaford, Ont.	84 0	16 6	8 0	93	63	16 sc	W. A. Scott & Mrs. R. J. Fisher, Collingwood, Ont.
112,206	Sayona	Hamilton	1900	Port Jefferson, N. Y., U.S.A.	62 8	17 0	6 0	33	30	6 sc	Charles Tooker Grantham, Hamilton, Ont.
83,376	Scintilla	Toronto	1884	Pickering, Ont.,	27 0	7 8	2 7	4	3	1 sc	W. W. Sparks, Township of Pickering, Ont.
112,231	Scionda	St. John, N.B	1887	Athens, N.Y., U.S.A.	92 9	17 6	8 9	78	53	19 sc	Robert Thomson, St. John, N.B.
107,463	Scotch Lassie	Lindsay	1894	Lindsay, Ont.	25 3	5 0	2 0	2	1	2 sc	Jas. C. Appleby, Lindsay, Ont.
96,818	Scotch Thistle	Sault Ste. Marie	1893	Little Current, Ont.	48 6	10 3	4 6	17	10	2 sc	C. Anderson, Little Current, Ont.
116,998	Scotchman	Ottawa	1904	Carleton Place, Ont.	50 0	11 2	5 6	21	14	1 sc	Daniel Lang, Elgin, Ont., and Malcolm Lang, New Liskeard, Ont.
71,073	Scotia	Amherstburg	1875	England	44 5	10 0	4 9	13	9	2 sc	W. H. McEvoy, Amherstburg, Ont.
111,865	Scotia	Ottawa	1901	Walker-on-Tyne, G.B.	254 0	46 2	16 5	1,461	324	285 sc	Minister of Railways and Canals, Ottawa, Ont.
107,829	Scotia	Victoria	1899	Atlin Lake, B.C	80 0	19 0	3 5	214	135	4 pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
85,437	Scotia	Windsor, N.S.	1883	Hantsport, N.S.	73 0	15 3	7 5	42	28	40 sc	J. W. Churchill and G. W. Churchill, J.O., Hantsport, N.S.
116,331	Scotsman	Ottawa	1903	Ottawa, Ont.	108 0	23 6	7 0	265	114	16 sc	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
112,396	Scout	″	1900	Cardinal, Ont.	103 6	25 6	9 2	176	70	12 sc	Minister of Marine and Fisheries, Ottawa, Ont.
107,755	Scout	Pictou, N.S	1900	Murray Harbour, P.E.I.	35 0	9 8	5 0	9	4	1 sc	Charles Sproull, Pictou Landing, N.S.
112,082	Scud	Kenora	1903	Kenora, Ont	53 0	12 0	4 5	33	22	3 sc	Hugh Armstrong, Portage la Prairie, Man.
116,544	Scudder	Kingston	1903	Kingston, Ont.	37 0	6 9	3 1	5	3	3 sc	John Rogers, Port Sandfield, Ont.
....	Scugog	Port Hope	1859	Bridgenorth, Ont.	100 0	13 5	3 9	60	49	....	S. Kelly, Bridgenorth, Ont.
103,207	Sea Bird	Halifax	1896	Liverpool, N.S.	67 5	16 6	6 8	41	28	13½ sc	The H. E. Baker Co., Ltd., Halifax, N.S.

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121,739	Sea Foam	Vancouver, B.C.	1906	Vancouver, B.C.	41 6	10 5	5 2	17	12	6 sc	William Simpson, Vancouver, B.C.
85,516	Sea Flower	Toronto	1883	Toronto, Ont.	35 2	9 0	4 0	7	5	6 sc	John McL. Stevenson, Barrie, Ont.
100,941	Sea Gull	Collingwood	1893	Port Severn, Ont	32 0	8 9	4 0	9	6	1½ sc	D. Moreau, Port Severn, Ont.
100,924	Sea Gull	Ottawa	1888	Ottawa, Ont.	27 9	7 4	4 0	3	2	5 sc	T. Eli Boult, Hull, Que.
116,943	Sea Gull	Kenora	1900	Detroit, Mich., U.S.A.	23 5	6 0	2 5	2	2	1 sc	Jacob Hose, Kenora, Ont.
51,682	Sea Gull	Sarnia	1862	Marine City, Michigan, U.S.A.	51 2	14 0	5 2	51	35	14 sc	Henry Bell, Sault Ste. Marie, Ont.
121,848	Sea Gull	Toronto	1906	Callender, Ont.	82 6	18 7	6 4	150	73	29 sc	John B. Smith & Sons, Ltd., Toronto, Ont.
107,458	Sea Gull	Vancouver	1898	Vancouver, B.C.	25 5	7 4	2 5	3	2	2 sc	Zachariah Simpson, Vancouver, B.C.
96,874	Sea King	Goderich	1892	Goderich, Ont.	58 0	13 6	5 2	26	17	20 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
66,960	Sea King	St. John, N.B	1862	East Haddam, U.S.A.	88 0	20 4	8 5	129	87	23 sc	A. Tapley and D. L. Tapley, St. John, N.B.
105,158	Sea Lion	Vancouver	1893	Vancouver, B.C.	26 2	7 8	3 9	6	4	2 sc	C. L. Shaw, *et al.*, Vancouver, B.C.
117,116	Sea Lion	"	1905	"	114 0	22 0	19 5	218	148	52 sc	G. H. French and C. E. Robertson, Vancouver, B.C.
100,230	Sea Mew	Halifax	1886	Halifax, N.S.	29 6	6 6	2 8	3	2	2 sc	David McPherson, Halifax, N.S.
96,875	Sea Queen	Goderich	1892	Goderich, Ont.	52 0	12 1	4 6	18	12	20 sc	Dominion Fish Co., Ltd., Winnipeg Man.

112,263	Seaborn	Montreal	1898	Palm Beach, Fla., U.S.A.	75 0	10 0	5 0	30	26	3 sc	E. S. Clouston, Montreal, Que.
96,872	Seagull	Goderich	1890	Goderich, Ont	54 0	12 1	4 6	19	13	23 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
100,404	Secret	Hamilton	....		55 0	8 3	3 6	9	6	10 sc	J. B. Fairgrieve, Hamilton, Ont.
94,763	Seguin	Owen Sound	1890	Owen Sound, Ont.	207 0	34 2	13 0	818	556	106 sc	W. H. Smith, *et al.*, Toronto, Ont.
103,299	Selkirk	New Westminster	1895	Kamloops, B.C.	62 0	11 2	6	58	37	2 pa	H. E. Forster, Kamloops, B.C.
107,095	Selkirk	Victoria	1898	Victoria, B.C	95 6	24 0	7 0	142	86	12 sc	Wm. Grant, *et al.*, Victoria, B.C.
107,835	Selkirk	"	1901	White Horse, Yukon Territory	167 0	34 0	4 5	777	490	17 pa	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
121,666	Sêmillante	Quebec	1905	Quebec, Que	40 0	8 3	4 0	9	8	20 sc	Stanislas Gaudreau, Quebec, Que.
80,902	Senator	Vancouver	1880	Burrard Inlet, B.C	51 5	12 0	4 5	28	21	10 sc	Wm. E. Cates and A. J. Spence, Vancouver, B.C.
16,438	Sendai	"	1903	Vancouver, B.C.	37 0	9 8	4 3	14	10	6 sc	J. Oikawa, New Westminster, B.C.
112,239	Senlac	St. John, N.B	1904	St. John, N.B	182 4	33 0	16 1	1011	615	66 sc	Steamship "Senlac" Co., Ltd., St. John, N.B.
73,017	Sensation	Quebec	1873	Buffalo, N.Y., U.S.A.	37 3	10 2	4 4	15	4	10 sc	The Minister of Public Works, Ottawa, Ont.
103,720	Serena E.	St. John, N.B.	1899	Liverpool, N.S.	54 0	14 0	5 8	25	17	8 sc	A. B. Holly, *et al.*, St. John, N.B.
103,578	Shamrock	Collingwood	1897	Collingwood, Ont.	38 0	10 6	5 2	14	10	1 sc	John J. Roussain, Port Mamaise, Ont.
116,545	Shamrock	Kingston	1903	Kingston, Ont.	31 8	7 1	3 0	4	3	4 sc	Robert Johnston, Port Sandfield, Ont.
107,497	Shamrock	Quebec	1898	Quebec, Que	117 3	25 0	9 7	237	161	61 sc	Minister of Marine and Fisheries, Ottawa, Ont.
90,563	Shamrock	Toronto	1885	Oakville, Ont.	103 2	24 0	35 4	144	101	50 pa	The Toronto Ferry Co., Ltd., Toronto, Ont.
90,807	Shamrock	Vancouver	1887	Vancouver, B.C	76 0	19 0	7 0	90	61	8½ sc	James S. Emerson, Vancouver, B.C.
116,416	Shamrock	Victoria	1904	Victoria, B.C	52 0	10 0	4 5	24	14	2 sc	Michael Hare, Victoria, B.C.
92,704	Shamrock	Winnipeg	1890	Big Forks, Rainy River, Ont.	71 5	15 5	4 7	80	55	3 sc	Clifford Lewis, Keewatin, Ont.
107,081	Shanly	Ottawa	1890	Ottawa, Ont	60 6	15 3	6 7	40	19	25 sc	The Minister of Railways and Canals, Ottawa, Ont.
83,199	Shannon	Pictou, N.S.	1886	Pictou, N.S.	76 9	17 5	8 0	75	51	29 sc	H. G. Bauld and W. A. Black, J. O., *et al.*, Halifax, N.S.
116,767	Sharon	Toronto	1903	Walker's Point, Ont.	46 0	10 0	3 5	14	9	1 sc	C. J. Smith and G. W. Gillan, Walker's Point, Muskoka, Ont.
83,389	Shawanaga	"	1882	Penetanguishene, Ont.	80 0	17 0	8 5	96	65	75 sc	Jos. Ganley, Sault Ste. Marie, Ont.
122,156	Shawatlans	Vancouver	1906	Vancouver, B.C.	35 7	9 0	3 9	12	8	3 sc	Grand Trunk Pacific Railway Co., Montreal, Que.

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116,225	Shirley	Quebec	1903	Bic, Que.	54 6	15 0	5 9	37	25	11 sc	James Richardson Co., Ltd., Matane, Que.
90,777	Shoo Fly	Windsor, Ont.	1870	Cleveland, O., U.S.A.	44 1	12 1	5 7	25	17	20 sc	Stephen T. Reeves, Windsor, Ont.
103,640	Shoofly	Ottawa	1893	Sundridge, Ont.	35 0	9 0	3 0	10	8	8 sc	J. A. Stillar, Callender, Ont.
92,391	Siesta	Deseronto, Ont	1888 1906	Kingston, Ont. Lion's Head, Ont	51 0	8 1	3 8	9	7	1 sc	Lesley Martindale, Lion's Head, Ont.
107,068	Siesta	Sault Ste. Marie	1882	Bristol, R.I., U.S.A.	98 6	17 0	9 0	99	67	14 sc	Frederick N. Waldie, Toronto, Ont.
92,737	Siesta	Toronto	1888	Toronto, Ont.	31 4	7 2	3 3	3	2	6 sc	Henry Whitehead, Gravenhurst, Ont.
122,072	Siesta	"	1905	Waubaushene, Ont.	31 0	7 4	3 4	5	3	1 sc	John Cumberledge Cautley, Minnicoganashene, Ont.
100,767	Silver Wing	"	1890	Toronto, Ont.	26 6	5 6	3 0	3	2	4 sc	H. F. Hodson, Toronto, Ont.
112,144	Simla	Kingston	1903	Garden Island, Ont.	225 6	34 8	15 0	1,490	973	400 sc	The Calvin Co., Ltd., Garden Island, Ont.
100,725	Sincennes	Montreal	1893	Montreal, Que.	142 2	24 4	8 4	228	129	34 pa	Sincennes McNaughton Line, Ltd., Montreal, Que.
103,233	Sir Donald	"	1867	Glasgow, G.B.	76 9	13 5	7 8	51	33	8 sc	W. T. Grenfell, M.D., London, G.B.
96,892	Sir Hector	Ottawa	1891	Ottawa, Ont.	71 0	15 5	6 3	40	10	17 sc	Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,287	Siskiwitt	Owen Sound	1879	Buffalo, N.Y., U.S.A.	68 0	11 7	7 6	47	34	6 sc	Alfred K. Keefer, M.O., Port Arthur, Ont.
116,542	Skye Pilot	Kingston	1902	Kingston, Ont.	36 8	7 9	3 4	5	3	3 sc	Jas. R. Moodie, Hamilton, Ont.

103,814	Skylark	Brockville	1874	Brooklyn, N.Y., U.S.A.	105 0	16 2	4 6	43	27	18 sc	Hon. Clifford Sifton, Ottawa, Ont.
51,689	Skylark	Toronto	1867	Buffalo, N.Y., U.S.A.	65 2	14 7	7 2	55	38	10 sc	Roger Miller, Toronto, Ont.
116,774	Slani	Vancouver	......	Victoria, B.C.	43 0	12 2	4 8	17	11	1 sc	R. H. Alexander, Vancouver, B.C.
121,680	Slocan	"	1905	Roseberry, B.C.	157 7	27 5	6 7	605	338	17 pa.	The Canadian Pacific Railway Co., Montreal, Que.
116,410	Smuggler	Victoria	1903	Nakusp, B.C	48 0	9 1	5 0	16	10	4 sc	Yale Columbia Lumber Co., Ltd., Nakusp, B.C.
94,713	Snowstorm	Port Stanley	1891	Port Stanley, Ont.	53 0	11 0	4 6	17	10	4 sc	Jos. Goodwin, Toronto, Ont.
116,425	Sockeye	Vancouver	1900	Vancouver, B.C	29 5	8 0	2 6	3	2	1 pa.	Anton Klavanes, Vancouver, B.C.
107,743	Soncie	Kingston	1900	Kingston, Ont	46 0	10 0	3 8	14	9	5 sc	J. B. Tudhope, Orillia, Ont.
117,111	Sonoma	Vancouver	1905	Vancouver, B.C.	46 5	11 0	4 6	19	13	3 sc	F. Keeling, Vancouver, B.C.
....	Sorel	Montreal	1871	Sorel, Que	108 9	18 2	4 1	158	89	pa.	Richelieu & Ontario Navigation Co., Montreal, Que.
85,778	Sorel Boy	"	1882	"	47 0	11 0	4 8	11	8	10 sc	P. Fitzgerald, Quebec, Que.
111,781	Soren	Victoria	1902	Galiano Is., B.C	22 0	5 3	2 5	2	2	1 sc	Henry Dolmers, Galiano Is., B.C.
88,314	South	Quebec	1885	Lévis, Que	130 3	25 2	9 5	349	220	30 pa.	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
29,290	Southern Belle	Halifax	1861	Renfrew, G.B	191 0	18 9	8 4	428	265	110 pa.	David S. Keith, Toronto, Ont.
85,530	Southwood	Toronto	1884	Barrie, Ont.	67 5	8 7	4 1	19	13	2 sc	D. W. Alexander, Toronto, Ont.
107,499	Souvenir	Quebec	1897	Quebec, Que	17 5	4 6	2 2	1	1	2 sc	E. Ruel, Quebec, Que.
112,075	Sovereign	Peterborough	1904	Peterborough, Ont.	66 3	13 9	5 2	45	37	8 sc	Charles J. Synder, M.O., Peterborough, Ont.
107,611	Spanish Ranger	Ottawa	1893	Biscotasing, Ont.	36 0	16 0	3 4	13	7	20 pa.	R. Booth and P. Shannon, Pembroke, Ont.
....	Sparrow	Montreal	1870	Kingston, Ont.	91 5	22 4	7 3	141	141	....	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
90,561	Sparrow	Toronto	1882	Dechesne Creek, Ont.	56 4	13 9	5 6	38	16	8 sc	John B. Smith, *et al.*, Toronto, Ont.
92.726	Spartan	"	1887	Toronto, Ont.	28 0	6 6	3 0	2	2	1 sc	Edwyn B. Andros, Barrie, Ont.
103,241	Speed	Montreal	1894	Montreal, Que.	52 1	8 7	4 5	16	11	3 sc	M. S. Foley, Montreal, Que.
103,666	Sport	Winnipeg	1897	Kenora, Ont	36 0	8 0	4 0	16	12	1 sc	A. Robertson, *et al.*, Kenora, Ont.
90,770	Spray	Goderich	1888	Kincardine, Ont	42 1	12 4	4 0	15	10	25 sc	John McRae, Meaford, Ont.
100,727	Spray	Montreal	1893	Montreal, Que	100 1	17 0	10 4	107	60	30 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.

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71,199	Spray	Ottawa	1874	Brockville, Ont.	45 0	9·7	3 5	42	28	15 sc	D. B. McDonell, Cambridge, Ont.
103,145	Spray	Quebec	1892	Quebec, Que.	49 2	12 2	4 2	24	9	36 sc	J. S. Thom, Quebec, Que.
100,676	Spray	Vancouver	1893	Vancouver, B.C.	39 4	8 5	4 3	7	5	5 sc	The Port Nelson Canning & Salting Co., Ltd., Vancouver, B.C.
92,646	Spray	Wallaceburg	1888	Wilkesport, Ont.	74 0	18 0	6 2	47	32	2 sc	James Mahafferty, Port Albert, Ont.
121,775	Spray	Winnipeg	1906	Selkirk, Man.	44 0	13 5	4 0	18	12	2 sc	Tom Bacon Priest, Selkirk, Man.
85,593	Springfield	St. John, N.B.	1882	Woodstock, N.B.	111 0	17 4	3 8	233	147	26 pa	Springfield Steamship Co., Ltd., Springfield, N.B.
103,011	Springhill	Parrsboro'	1893	St. John, N.B.	101 7	23 7	10 1	189	96	61 sc	Cumberland Railway & Coal Co., Montreal, Que.
117,122	Spry	Kingston	1877	New York State, U.S.A.	48 8	7 9	3 3	13	9	1 sc	J. H. Davis, Kingston, Ont.
116,459	Squid	Vancouver	1903	Vancouver, B.C.	72 0	16 4	5 7	60	41	11 sc	William Robinson, *et al.*, Vancouver, B.C.
80,948	Squirrel	Chatham, N.B.	1882	Eel River, N.B.	33 2	9 4	4 3	13	9	9 sc	Thos. Reid, M.O., Eel River, N.B.
100,677	Staffa	Vancouver	1893	Vancouver, B.C.	81 5	15 3	6 0	51	35	6 sc	A. S. Reid, *et al.*, Vancouver, B.C.
116,987	Standard	Kenora	1905	Kenora, Ont.	44 0	10 0	4 5	16	11	1 sc	F. Gustafson and A. Ralph, J. O., Kenora, Ont.
111,931	Stanley	Lindsay	1901	Lindsay, Ont.	36 6	6 5	2 5	7	5	6 pa	John A. Ellis, Fenelon Falls, Ont.
94,630	Stanley	Ottawa	1888	Govan, G.B.	207 8	32 0	17 9	914	395	300 sc	The Minister of Marine and Fisheries, Ottawa, Ont.

112,046	Stanley	St. Catharines	1902	Racine, Wis., U.S.A.	16 2	5 2	3 8	2	1	2½ sc	John H. Stanley, Port Colborne, Ont.
100,042	Star	Brockville	1892	Morris Heights, N.Y., U.S.A.	18 1	5 2	2 2	1	1	2 sc	George Reid, Portage du Fort, Que.
100,699	Star	Pictou, N.S.	1895	Trenton, N.S.	34 4	7 6	4 4	6	4	18 sc	A. McCann, Wallace, N.S.
97,106	Star	Port Burwell	1901	Erie, Pa., U.S.A.	37 2	11 0	4 5	13	9	2 sc	Geo. A. Brown, Port Burwell, Ont.
107,141	Star	Vancouver	1897	Everett, U.S.A.	51 5	13 0	2 4	14	9	2 sc	R. H. Sparling, Vancouver, B.C.
80,759	Star of the Sea	Quebec	1878	Quebec, Que.	31 9	9 7	3 8	8	5	12 sc	Jos. Fluet, Montreal, Que.
107,622	Starling	Vancouver	1899	Port Guichon, B.C.	30 0	9 0	3 0	8	5	2 sc	W. Robertson, Vancouver, B.C.
94,989	Startled Fawn	Toronto	1890	Toronto, Ont.	60 0	9 1	6 2	25	17	3 sc	Mrs. Eva Preston, Toronto, Ont., and Phœbe L. Thompson, Belleville, Ont.
97,116	Stella	Collingwood	1892	Collingwood, Ont.	44 0	10 0	5 6	16	11	2 sc	Jas. W. Vance, Spanish Station, Ont.
94,883	Stella	Montreal	1888	New York, N.Y., U.S.A.	32 0	7 2	3 8	7	5	8 sc	Maurice Perrault, Montreal, Que.
83,388	Stella	Toronto	1879	Kingston, Ont.	24 0	8 2	3 5	9	6	6 sc	Archibald Tate and Jas. G. Tate, Penetanguishene, Ont.
116,261	Stella	"	......	......	48 0	8 5	3 9	16	11	4 sc	Henry Fowlds Sharp, Toronto, Ont.
90,804	Stella	Vancouver	1886	New Westminster, B.C.	44 8	8 7	5 0	16	13	2 sc	Wm. H. Hind, Vancouver, B. C.
103,685	Stiletto	Toronto	1897	Victoria Harbour, Ont.	36 5	8 5	3 4	14	10	2 sc	F. S. Grisé, Midland, Ont.
111,881	Stoney Lake	Peterborough	1904	Young's Point, Ont.	86 0	19 0	5 7	156	109	7½ sc	Patrick P. Young, Young's Point, Ont.
88,683	Storm King	Chatham, N.B.	1885	Portland, N.B.	83 4	20 2	9 2	108	73	41 sc	His Majesty King Edward VII.
122,165	Storm King	Vancouver	1906	New Westminster, B.C.	82 3	19 0	9 6	99	67	16 sc	Henry Symcock, New Westminster, B.C., and Albert Blain, Vancouver, B.C., J.O.
103,878	Stranger	Kingston	1872 1901	Hammondsport, U.S.A. Cornwall, Ont.	84 3	15 2	4 3	88	60	4 sc	Albert Dupont, Smiths Falls, Ont.
103,304	Stranger	New Westminster	1895	New Westminster, B.C.	46 0	10 6	4 8	21	15	2 sc	Robert Fenton, New Westminster, B.C.
77,916	Stranger	Port Hope	1880	Lindsay, Ont.	60 0	12 5	3 2	28	17	35 sc	F. Crandell, Lindsay, Ont.
107,146	Strathcona	Vancouver	1898	Vancouver, B.C.	142 4	30 4	4 0	596	376	17 pa	E. V. Bodwell, Victoria, B.C.
116,976	Success	Chatham, N.B.	1904	Burnt Church, N.B.	61 0	12 6	2 5	21	13	5 pa	W. Anderson, Burnt Church, N.B.
92,695	Sultana	Winnipeg	1889	Selkirk, Man.	142 3	22 7	8 8	358	243	11 sc	The Northwest Navigation Co., Ltd., Winnipeg, Man.
103,663	Sultana	"	1894	Kenora, Ont.	30 0	6 3	3 0	3	3	1 sc	Sultana Mine of Canada. Ltd., London, Eng.
90,813	Sunbeam	Port Hope	1886	Birdsall, Ont.	29 0	8 7	3 2	13	9	4 sc	Frederick Burnett, Birdsall, Ont.

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85,524	Sunbeam	Toronto	1884	Port Sandfield, Ont.	31 6	7 3	3 2	4	2	4 sc	John Rodgers, M.O., Medora, Muskoka, Ont.
90,444	Sunbeam	Winnipeg	1884	Keewatin, Ont.	30 5	5 9	2 7	3	2	1 sc	H. Armstrong, Portage la Prairie, Man.
96,992	Sunbury	New Westminster	1891	New Westminster, B.C.	60 0	12 6	4 8	38	26	3 pa	A. T. Ingram and Peter McLaggan, J.O., Vancouver, B.C.
80,908	Superior	Port Arthur	1881	Owen Sound, Ont	90 0	18 3	10 0	89	71	31 sc	Jos. Ganley, Sault Ste. Marie, Ont.
111,991	Superior	Vancouver	1901	Ladners, B.C	57 0	14 0	7 3	44	30	10 sc	G. H. French, *et al.*, Vancouver, B.C.
90,802	Surprise	New Westminster	1885	U.S.A	31 2	6 9	3 9	11	10	12 sc	Davis Sayward Sawmill & Land Co., Ltd., Victoria, B.C.
103,307	Surprise	"	1896	New Westminster, B.C.	42 0	9 0	4 0	20	13	2 sc	David Stevenson and N. Currie, J.O., Vancouver, B.C
111,824	Surprise	Vancouver	1901	Vancouver, B.C	75 7	17 4	6 5	75	51	3 sc	The Packers Steamship Co., Ltd., Vancouver, B.C.
94,909	Surrey	"	1890	"	100 0	22 0	6 0	263	182	17 pa	D. C. Irwin and J. G. Scott, Vancouver, B.C.
112,268	Surveyor	Montreal	1903	Three Rivers, Que	67 8	18 0	5 2	50	31	3 sc	Régis Roberge, Sorel, Que.
107,569	Susie	Parrsboro'	1901	Parrsboro', N.S.	57 5	13 5	5 1	27	16	35 sc	J. G. Elderkin, Port Greville, N.S.
117,037	Susie Kennedy	Sault Ste. Marie	1904	Penetanguishene, Ont.	27 5	7 8	2 8	4	3	½ sc	Martin Burton, Barrie, Ont.
80,593	Sutton Belle	Toronto	1880	Sutton, Ont.	31 3	8 6	3 0	6	4	6 sc	Chas. Goodyear, M.O., Sutton, Ont.
92,753	Swallow	Quebec	1882	Quebec, Que.	23 5	9 1	4 3	9	6	0 sc	Hon. Richard Turner, Quebec, Que.

107,179	Swan	Port Arthur	1899	Port Arthur, Ont	36 0	8 8	3 0	8	6	1 sc	Wm. A. Cross, Port Arthur, Ont.
97,102	Swan	Port Burwell	1895	Port Burwell Ont	53 0	12 0	4 6	14	8	8 sc	H. Swan, M.O., Port Burwell, Ont.
103,235	Swan	Montreal	1892	St. Laurent, Que	48 4	7 6	2 8	12	8	3 sc	W. J. Chapman, Perth, Ont.
116,780	Swan	Vancouver	1904	Vancouver, B.C.	18 0	4 6	2 2	1	—	$\frac{2}{5}$ sc	Ernest Easthope, Vancouver, B.C.
100,792	Swan	Victoria	1893	Victoria, B.C.	65 8	13 8	5 4	36	25	8 sc	Robt. Draney, Namu, B.C.
100,807	Swan	"	1894	Nanaimo, B.C	41 0	8 5	2 9	12	8	3 sc	Minister of Marine and Fisheries, Ottawa, Ont.
122,211	Sweepstake	Toronto	1901	Simcoe, Ont	37 0	10 0	4 0	28	18	2 pa	The Ontario Lumber Co., Ltd., Toronto, Ont.
94,685	Sweet Mary	Collingwood	1889	Waubaushene, Ont	40 0	9 4	4 8	13	9	4 sc	Charles Martin, Port Severn, Ont.
103,446	Swift	Ottawa	1892	Papineauville, Que	27 7	7 5	3 6	4	3	4 sc	N. A. Foubert and G. F. Foubert, Cumberland, Ont.
121,675	Swiftsure	Vancouver	1905	Vancouver, B.C	35 0	8 3	3 5	8	5	2 sc	W. J. Massey, Vancouver, B.C.
85,697	Sybella H	Chatham, N.B	1884	Chatham, N.B	80 4	20 1	5 6	71	48	40 pa	Miramichi Steam Nav. Co., Ltd., Chatham, N.B.
100,769	Sylvester	Toronto	1895	Huntsville, Ont	45 0	11 4	6 0	27	18	7 sc	W. S. Shaw, Bracebridge, Ont.
97,062	T. A. Stewart	Charlottetown	1892	Charlottetown, P.E.I	61 8	15 2	5 5	36	25	60 sc	R. S. Farquharson, Charlottetown, P.E.I.
90,528	T. J. Collop	Chatham, Ont	1894	Mitchell's Bay, Ont	58 6	17 0	4 6	63	42	— pa	H. McMillan and J. Grimes, J. O., Sault Ste. Marie, Ont.
112,337	T. J. Jarmin	Collingwood	1889	West Bay City, Mich., U.S.A.	60 0	16 2	8 0	47	32	17 sc	C. S. Boone, Toronto, Ont.
100,416	T. Osborne	Ottawa	1893	Hull, Que	52 8	13 5	5 3	25	18	50 sc	T. Osborne, Hull, Que.
112,267	Tadousac	Montreal	1879	Wilmington, Del., U.S.A.	248 4	34 7	9 6	1,701	1,052	120 pa	Richelieu & Ontario Navigation Co., Montreal, Que.
116,263	Tadousac	Toronto	1903	Toronto, Ont	260 0	43 2	25 2	2,359	1,452	106 sc	John Waldie, *et al.*, Toronto, Ont.
112,185	Tadenac	Toronto	.....	Collingwood, Ont	40 0	9 0	4 5	9	6	1 sc	The Tadenac Club, Ltd., Toronto, Ont.
111,449	Ta-Kit-Esy	Ottawa	1899	Kingston, Ont	43 5	8 0	4 4	5	5	12 sc	W. J. Poupore, Ottawa, Ont.
121,770	Takara Maru	Vancouver	1905	Osaka, Japan	53 0	12 0	6 0	30	21	12 sc	Awaya, Ikeda & Co., Ltd., Vancouver, B.C.
100,072	Tangent	St. John, N.B	1891	Hampton, N.B	55 3	16 1	3 9	36	24	8 sc	The G. & G. Flewelling M'f'g. Co., Ltd., Hampton, N.B.
111,786	Tasmanian	Victoria	1899	Lake Bennett, B.C	64 0	9 4	4 4	21	12	5 sc	George A. Huff, Alberni, B.C.

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80,774	Tecumseh	Sarnia	1873	Chatham, Ont	200 0	29 9	13 2	840	530	300 sc	P. McArthur, Toronto, Ont.
103,691	Tecumseh	Sault Ste. Marie	1895	Providence Bay, Ont	37 0	9 0	3 4	10	6	— sc	William Fraser, Little Current, Ont.
95,929	Tees	Victoria	1893	Thornaby-on-Tees, G.B.	165 0	26 0	10 8	679	441	95 sc	Canadian Pacific Railway Co., Montreal, Que.
85,497	Telegram	Collingwood	1885	Collingwood, Ont	108 0	21 0	9 0	198	134	35 sc	The Dominion Fish Co., Ltd., Winni-Man.
107,364	Temagami	Toronto	1898 1905	Toronto, Ont	70 5	8 5	4 0	18	12	10 sc	Temagami Navigation Co., Ltd., Toronto, Ont.
107,385	Temiscamingue	Ottawa	1898	Temiscamingue, Que	133 0	22 5	6 5	295	213	21 sc	Temiskaming Nav. Co., Ltd., Mattawa, Ont.
96,854	Tempest	Sarnia	1884	Cleveland, Ohio, U.S.A.	64 0	8 6	5 4	21	14	5 sc	The Reid Wrecking Co., Ltd., Sarnia, Ont.
112,299	Tempest	Winnipeg	1904	Selkirk, Man	83 0	16 0	7 6	75	51	11 sc	Northern Fish Co., Ltd., Selkirk, Man.
78,025	Tender	Toronto	1880	Muskoka Mills, Ont	56 8	12 9	6 3	31	21	20 sc	Wm. White, Midland, Ont.
87,180	Tepic	Vancouver	1883	Blackwall, G.B.	70 1	16 3	8 2	71	37	25 sc	E. E. Evans, Vancouver, B.C.
111,546	Terra Nova	"	1901	Vancouver, B.C.	68 5	14 7	6 1	47	32	9 sc	Duncan Rowan, Terra Nova, B.C.
103,336	Terrebonne	Montreal	1871 1895	Sorel, Que	156 2	24 1	7 2	636	320	28 pa.	Montreal Safe Deposit Co., Montreal, Que.
103,981	Tess	Quebec	1896	Ayer's Flat, Que	32 6	7 6	3 4	5	5	4 sc	W. E. Johnson, Lake Megantic, Que.
116,468	Texada	Vancouver	1903	Vananda, B.C.	26 0	8 8	3 2	7	5	1 sc	George Brester and F. A. Hart, Vancouver, B.C.

94,681	Thames	Collingwood	1872	Chatham, Ont	82 0	14 9	5 7	76	52	25 sc	Wm. Milne, Nottawasaga River, Ont.
121,679	Thames	Vancouver	1905	Vancouver, B.C.	41 4	10 5	4 4	20	14	3 sc	E. H. Heaps, and Wm. Sulley, Vancouver, B.C.
122,216	Thelma	Toronto	1906	Toronto, Ont	24 7	6 2	2 6	3	2	⅓ sc	Seymour Halliday, Redwood, Muskoka, Ont.
90,564	Theresa	"	1885	"	85 5	18 0	4 8	84	57	8 sc	John Fleming and A. Tymon, J.O., Toronto, Ont.
111,566	Theresa	"	1900	Rosseau Falls, Ont	49 5	9 7	5 0	26	18	2 sc	Knight Bros. Co., Ltd., Burk's Falls, Ont.
121,740	Thetis	Vancouver	1906	Vancouver, B.C.	22 3	6 1	2 6	2	1	1 sc	George Buscombe, Vancouver, B.C.
115,525	Thirty-Three	Ottawa	1902	North Shields, G.B	80 0	18 1	8 3	79	33	21 sc	Minister of Marine and Fisheries, Ottawa, Ont.
78,024	Thistle	Collingwood	1881	Collingwood, Ont	66 0	13 6	7 0	36	25	25 sc	The Rondeau Tug Co., Ltd., Blenheim, Ont.
107,867	Thistle	Dawson	1902	Dawson, Y.T.	102 0	19 8	3 9	225	153	7 pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,844	Thistle	Ottawa	1895	Valleyfield, Que	31 0	6 6	3 2	2	2	4 sc	W. E. James, Combermere, Ont.
103,890	Thistle	"	1897	Hull, Que	40 0	9 4	3 6	5	2	6 sc	A. H. Taylor and J. Sutherland, Ottawa, Ont.
100,761	Thistle	Toronto	1894	Oakville, Ont	122 0	18 9	5 8	78	68	11 pa	The Toronto Ferry Co., Ltd., Toronto, Ont.
100,673	Thistle	Vancouver	1892	Vancouver, B.C	24 0	7 3	3 4	2	2	12 sc	R. H. Lyons, Vananda, B.C.
94,819	Thistle	Victoria	1890	Vancouver, B.C.	116 0	26 0	9 5	384	161	24 sc	Jas. Dunsmuir, Victoria, B.C.
107,948	Thomas Freel Battle.	St. Catharines	1901	Dunnville, Ont	47 4	13 0	6 9	29	19	10 sc	Joseph Battle, Thorold, Ont.
107,595	Thomas Maitland	Owen Sound	1899	Owen Sound, Ont	89 9	18 0	8 8	107	73	31 sc	J. Maitland, Owen Sound, Ont.
103,298	Thompson	New Westminster	1895	Knalt Siding, B.C	94 3	18 6	4 6	150	94	10 sc	Columbia River Lumber Co., Golden, B.C.
80,765	Thor	Quebec	1881	Lévis, Que	136 7	24 5	10 0	323	203	60 pa	William Price, Quebec, Que.
121,962	349	Kingston	1906	Kingston, Ont	34 0	6 8	3 0	4	3	3 sc	John H. Davis, Kingston, Ont.
121,963	350	"	1906	"	34 0	6 8	3 0	4	3	3 sc	John H. Davis, Kingston, Ont.
121,964	351	"	1906	"	34 0	6 8	3 0	4	3	3 sc	John H. Davis, Kingston, Ont.
116,755	Thyra	Toronto	1887	Poughkeepsie, N. Y., U.S.A.	66 0	11 0	7 1	34	23	8 sc	F. B. Polson, Toronto, Ont.
116,336	Tiger	Ottawa	1896	Lockeport, N.S	34 0	7 6	3 6	4	3	10 sc	Ontario Corundum Co., Ltd., Ottawa, Ont.
121,768	Tilly	Vancouver	1905	Vancouver, B.C	20 5	5 8	2 7	2	1	⅘ sc	Gustave A. Roedde, Vancouver, B.C.
75,532	Tim Doyle	Montreal	1874 1894	Buffalo, N.Y., U.S.A. Lachine, Que	40 6	11 8	6 2	15	10	5 sc	The Sincennes McNaughton Line Ltd., Montreal, Que.

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107,413	Tit Bit	Montreal	1899	New York, U.S.A.	25 2	5 9	2 2	2	1	1 sc	S. Carsley, jr., Montreal, Que.
96,909	Tit Willow	Ottawa	1891	Kingston, Ont.	49 9	9 1	4 3	17	11	12 sc	J. D. Deacon and E. A. Dunlop, J.O., Pembroke, Ont.
116,741	Togo	Halifax	1904	Halifax, N.S	79 5	19 2	7 8	97	66	33 sc	The Togo Co., Ltd., Halifax, N.S.
117,038	Togo	Sault Ste. Marie	1905	Massey, Ont.	41 0	10 4	5 0	15	8	1 sc	Charles J. Clark, Massey, Ont.
71,142	Tommy Wright	Goderich	1873	Goderich, Ont.	44 0	9 7	5 0	12	6	15 sc	James Anderson, Midland, Ont.
116,781	Tootsie Wootsie	Vancouver	1904	Vancouver, B.C.	16 0	5 0	1 5	1	—	5/6 sc	Geo. E. Cates, Vancouver, B.C.
122,162	Topaz	"	1903	Victoria, B.C.	49 6	13 0	5 8	34	23	12 sc	The British Columbia General Contract Co., Ltd., Vancouver, B.C.
107,166	Topsy	Collingwood	1896	Midland, Ont.	36 0	8 0	4 0	15	10	4 sc	J. H. Gropp, *et al.*, J.O., Penetanguishene, Ont.
107,412	Toronto	Toronto	1899	Toronto, Ont.	269 4	36 0	13 8	2,779	1,652	263 pa	The Richelieu & Ontario Navigation Co., Montreal, Que.
80,592	Toronto Belle	"	1880	"	44 5	11 0	4 3	17	12	20 sc	American Lumber Co., Toronto, Ont.
103,688	Torpedo	"	1898	"	34 0	8 3	5 0	8	6	1 sc	Jos. Ganley, Sault Ste. Marie, Ont.
116,596	Tourist	Montreal	1904	Caughnawaga, Que.	36 0	7 0	2 3	3	2	5/6 sc	Mrs. Elizabeth Auclair, Montreal, Que.
107,339	Tourist	Shelburne	1900	Yarmouth, N.S.	34 0	7 4	3 6	4	3	4 sc	Jonathan Perry, Shelburne, N.S.
107,838	Trader	Victoria	1901	Vancouver, B.C.	101 0	22 6	8 2	167	114	17 sc	The Gulf Steamship & Trading Co., Ltd., Victoria, B.C.

116,256	Tranquilo	Toronto	1892	Bristol, R.I., U.S.A	77 0	11 2	6 5	39	27	5 sc	Electrical Development Co., Toronto, Ont.
100,794	Transfer	Victoria	1893	New Westminster, B.C.	122 0	24 5	5 6	264	98	18 pa.	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
111,930	Traveler,	Midland	1871	Cheboygan, Mich., U.S.A	140 0	21 0	12 0	438	248	118 sc	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
103,812	Trent	Belleville	1893	Simcoe, Ont	36 9	10 5	3 9	20	12	20 pa.	D. Gilmour, Trenton, Ont.
111,958	Trim	New Westminster	......	New Westminster, B.C.	28 0	8 0	2 5	3	3	2 sc	Harry Trim, Westham Island, B.C.
....	Trois Rivières	Montreal	1869	Sorel, Que	218 5	32 9	9 4	1,552	794	—pa.	The Montreal Safe Deposit Co., Montreal, Que.
88,233	Tropic	Brockville	1885	Smith's Falls, Ont	40 5	8 3	3 4	9	7	7 sc	Dr. Wm. A. Gray, Smith's Falls, Ont.
107,511	Troubadour	Vancouver	1898	Victoria, B.C	48 0	10 3	4 8	18	12	7 sc	A. E. Green, Vancouver, B. C.
121,783	Trudel II	Ottawa	1904	Douglas Farm, Quinze Lake, Que.	40 4	16 7	3 6	15	5	3 pa.	James B. Kloek, Mattawa, Ont.
107,118	Trusty	Lunenburg	1898	LaHave, N.S.	77 0	17 4	7 8	55	33	110 sc	G. A. Boehner, LaHave, N.S.
100,201	Try	Vancouver	1891	Vancouver, B.C.	61 0	15 0	3 0	42	26	10 pa.	E. Burns, Vancouver, B.C.
112,201	Turbinia	Hamilton	1904	Hebburn-on-Tyne, G.B.	250 0	33 2	12 6	1,064	603	500 sc	Turbine Steamship Co., Ltd., Hamilton, Ont.
112,394	Turtle	Ottawa	1902	Cache Bay, Ont	65 0	20 0	3 8	38	33	12 pa.	Geo. Gordon, *et al.*, Pembroke, Ont.
100,324	Tusket	Yarmouth	1893	Tusket, N.S	29 5	7 8	3 2	3	2	10 sc	Tusket River Lumber Co., Ltd., Yarmouth, N.S.
111,885	Tuttsy	Peterborough	1905	Peterboro', Ont	35 5	7 5	3 0	9	6	⅖ sc	H. Allen, Peterboro, Ont.
88,327	Two Brothers	Quebec	1886	Quebec, Que	44 5	11 2	5 5	23	9	40 sc	Wm. Hackett, Quebec, Que.
100,627	Two Friends	Port Dover	1905	Port Dover, Ont	52 3	13 0	5 0	23	16	9 sc	H. W. Ansley, *et al.*, Port Dover, Ont.
107,639	Tyee	New Westminster	1899	New Westminster, B.C.	72 0	14 2	6 5	32	18	11 sc	Francis Boutilier, M.O., New Westminster, B.C.
107,159	Tyrrell	Vancouver	1898	Vancouver, B.C	142 0	30 2	4 8	678	408	17 pa.	Frank W. Arnold, Dawson, Y.T.
112,246	Ula	Vancouver	1902	Vancouver, B.C.	31 8	8 6	3 0	10	7	9 sc	Neil A. McKinnon, Vancouver, B.C.
96,097	Ulala	Halifax	1889	Dumbarton, G.B	49 4	9 0	5 2	14	4	9 sc	John F. Stairs, Halifax, N.S.
103,815	Ullaealcla	Belleville	1900	St. Joseph, Mich., U.S.A.	38 0	7 0	3 6	6	4	10 sc	Chas. W. Turner, Campbellford, Ont.
92,658	Umbria	St. Catharines	1889	Port Dalhousie, Ont	58 0	15 2	6 2	43	29	14 sc	Jas. Murray, St. Catharines, Ont.

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92,619	Una..	Port Arthur	1897	Port Arthur, Ont.	38 8	10 0	2 6	19	12	2 pa.	George Claret, Port Arthur, Ont.
107,370	Una..	Toronto	1885	Peekskill, N.Y., U.S.A.	46 0	8 8	8 0	22	15	2 sc	David S. Pratt, Midland, Ont.
92,645	Uncle Jim	Wallaceburg	1886	Wallaceburg, Ont.	50 0	10 5	4 3	11	8	1 sc	Robert Graham and Mathew Graham, Kagawong, Ont.
97,101	Uncle Tom..	Port Burwell	1893	Port Bruce, Ont	47 0	10 8	3 6	8	3	3½ sc	Levi Young, M.O., Port Bruce, Ont.
100,680	Uncle Tom	Vancouver	1894	Vancouver, B.C	29 5	7 4	3 3	3	2	½ sc	James H. Harding, Vancouver, B.C.
94,981	Undine	Toronto	1889	Toronto, Ont	49 0	8 7	4 4	17	15	10 sc	The Mine Centre Lumber Co., Ltd., Fort William, Ont.
103,681	Undine	"	1897	"	31 0	7 7	2 8	9	6	2 sc	Rainy River Nav. Co., Ltd., Kenora, Ont.
111,986	Unican	Vancouver	1902	Vancouver, B.C	89 2	20 0	8 0	198	135	20 sc	H. C. H. Cannon, *et al.*, J. O., Vancouver, B.C.
96,719	Union	Ottawa	1884	Pembroke, Ont	87 0	23 8	5 2	75	66	30 sc	J. A. Thibadeau, Pembroke, Ont.
92,654	Union	St. Catharines	1866	Kingston, Ont	132 0	23 6	6 8	267	163	100 sc	The Fort Erie Ferry Co., Fort Erie Ont.
85,707	United Lumberman.	Wallaceburg	1884	Dresden, Ont	139 2	31 6	11 7	399	259	170 sc	Geo. H. Morden, Oakville, Ont.
111,548	Uno.	Vancouver	1901	Vancouver, B.C.	35 2	11 5	4 0	12	8	2 sc	Jas.S. Emerson, Vancouver, B.C.
100,653	Upas	Kingston	1892	Kingston, Ont	48 2	10 0	3 4	17	11	6 sc	O. R. Fraser, Edmonton, Alta.
100,303	Urania	Windsor, Ont.	1875	Milwaukee, Minn., U.S.A	180 0	27 4	11 0	898	424	77 pa.	Wm. Woolatt, Walkerville, Ont.

100,639	Vachie	Vancouver	1892	Victoria, B.C	40 2	10 4	4 0	10	7	2 sc	Francis W. Walsh, Vancouver, B.C.
107,684	Vacuna	Prescott	1896	Bristol, R.I., U.S.A	75 1	13 5	8 0	52	35	75 sc	J. P. Wiser, Prescott, Ont.
103,262	Vacuna	St. John, N.B	1888	Brewer, Me., U.S.A	35 0	8 5	2 7	10	6	1 sc	S. W. Conrad, Ste. Croix, N.B.
103,230	Valeda	Ottawa	.....	Pembroke, Ont	30 0	6 4	3 0	2	2	4 sc	Charles Lemoine, Pembroke, Ont.
96,907	Valeria	Kingston	1891	Kingston, Ont	75 4	13 5	4 0	52	33	20 sc	Luke Mallon, Morrisburg, Ont.
111,541	Valhalla	Vancouver	1901	Nelson, B.C	102 5	20 8	9 0	153	34	37 sc	Canadian Pacific Railway Co., Montreal, Que.
69,595	Valleyfield	Montreal	1873 1901	Quebec, Que Montreal, Que	116 0	23 2	6 5	417	280	12 sc	Jos. A. Lamarre, Montreal, Que.
107,708	Van Woodland	Toronto	1900	Orillia, Ont	75 0	11 8	5 2	37	24	10 sc	The French River & Nipissing Nav., Co., Ltd., Sturgeon Falls, Ont.
92,775	Vancouver	Vancouver	1888	Vancouver, B.C	72 0	13 7	5 2	50	34	4 sc	E. H. Heaps and Wm. Sulley, Vancouver, B.C.
75,538	Varennes	Montreal	1874	Sorel, Que	170 0	26 5	8 0	362	228	150 pa	Montreal Trust & Deposit Co., Montreal, Que.
72,967	Varuna	Picton, Ont	1880	Wolfe Island, Ont	94 4	17 0	5 1	134	85	40 sc	J. E. Rathbun, *et al.*, Picton, Ont.
100,927	Varunna	Ottawa	1891	Carleton Place, Ont	23 0	5 0	2 4	1	1	2 sc	Geo. P. Spittal, Ottawa, Ont.
88,578	Vega	Toronto	1884	Kingston, Ont	37 0	6 6	3 5	7	5	4 sc	J. K. Macdonald, Toronto, Ont.
117,147	Venetta	Halifax	1904	Mahone, Bay, N.S	30 5	9 0	3 5	5	5	$\frac{4}{5}$ sc	Joseph N. Pettipas, Bay of Islands, Nfld.
107,709	Venetta	Toronto	1898	Toronto, Ont	61 5	11 5	7 6	31	21	6 sc	David Smith, Toronto, Ont.
122,163	Venture	Vancouver	1906	Vancouver, B.C	29 1	9 3	3 4	8	6	1 sc	John J. Hodder, New Westminster, B.C.
111,776	Venture	Victoria	1902	Victoria, B.C	153 4	36 2	9 5	812	489	65 sc	The Boscowitz, Steamship Co., Ltd. Victoria, B.C.
107,449	Vera	Vancouver	1898	Birkenhead, G.B	31 5	7 3	3 8	6	4	6 sc	Louis Haptonstall, Port Essington, B.C.
116,251	Vera A	Toronto	1902	Midland, Ont	35 3	9 0	3 3	11	7	1 sc	Georgian Bay Lumber Co., Ltd. Waubaushene, Ont.
94,913	Verbena May	Southampton	1888	Saugeen, Ont	38 0	12 0	4 6	16	11	8 sc	Richard Gawley, Mars, P.O., Ont.
80,959	Vergey	Hamilton	1888	Picton, Ont	54 0	9 0	3 5	18	14	16 sc	Thos. H. Lawry, Hamilton, Ont.
103,689	Verva	Toronto	1898	Wahnapitae, Ont	66 0	15 2	6 9	55	37	40 sc	John Waldie, Toronto, Ont.
88,236	Vesper	Brockville	1887	Brockville, Ont	30 7	6 2	2 6	2	2	3 sc	W. J. Gibbard, Napanee, Ont.
111,531	Vesper	Vancouver	1900	Vancouver, B.C	26 0	8 2	2 3	4	3	6 sc	Peter McKellar, Vancouver, B.C.
90,796	Vesper	Victoria	1887	Victoria, B.C	27 0	6 4	2 9	6	4	1 sc	Miss Mary A. Ellison, Victoria, B.C.

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100,405	Vesta	Hamilton	1895	Hamilton, Ont	28 0	7 5	3 6	8	5	5 sc	Oronhyateka, Toronto, Ont.
100,698	Vesta	Pictou, N.S.	1896	Pictou, N.S.	35 8	8 3	3 9	9	5	1 sc	J. L. Philips, Mira Gut, N.S.
116,923	Vesta	Victoria	1904	Port Simpson, B.C.	44 0	8 8	5 6	12	7	2 sc	D. A. Robertson and George Rudge, Port Simpson, B.C.
90,525	Vick	Chatham, Ont	1890	Chatham, Ont	40 0	10 0	5 0	13	9	1 sc	V. Robinson, Chatham, Ont.
96,728	Victor	Chatham, N.B.	1889	Chatham, N.B.	71 6	15 8	5 0	46	29	15 pa	Wm. Richards & Co., Ltd., Boiestown, N.B.
116,201	Victor	Halifax	1903	Yarmouth, N.S.	51 0	12 4	6 4	27	18	6 sc	John W. Smith, Halifax, N.S.
69,665	Victor	Montreal	1875	Quebec, Que	59 0	14 6	6 4	35	18	8½ sc	A. W. Stevenson, Montreal, Que.
121,769	Victor	Vancouver	1906	Vancouver, B.C.	34 0	9 7	4 4	14	10	3 sc	Abraham R. Bittancourt, Ganges, B.C.
107,746	Victoria	Brockville	1900	Kingston, Ont	72 6	15 5	5 0	58	40	3 sc	The Brockville Navigation Co., Ltd., Brockville, Ont.
107,462	Victoria	Lindsay	1894	Lindsay, Ont	35 0	6 6	3 0	4	3	6 sc	R. B. Rogers, Peterborough, Ont.
107,408	Victoria	Montreal	1899	Toronto, Ont	100 0	21 0	5 6	181	108	17 sc	Ottawa River Navigation Co., Montreal, Que.
111,666	Victoria	"	1902	Sorel, Que	101 7	21 2	6 9	343	183	17 sc	Pontbriand & Frere, Ltd., Sorel, Que.
107,087	Victoria	Ottawa	1897	Pembroke, Ont	128 7	21 0	7 1	188	99	60 pa	Pembroke Nav. Co., Ltd., Pembroke, Ont.
112,400	Victoria	"	1901	Simcoe, Ont	42 4	16 0	3 6	25	20	20 pa	Victoria Harbour Lumber Co., Ltd., Toronto, Ont.

103,802	Victoria	Picton, N.S.	1904	Pugwash, N.S.	64 4	17 4	6 6	68	40	5 sc	E. J. Embree, *et al.*, J.O., Pugwash, N.S.
....	Victoria	Port Hope	1867	Lindsay, Ont.	93 7	15 4	6 5	191	120	....	Whitby & Port Perry Railway Co., Whitby, Ont.
112,029	Victoria	Quebec	1901	Quebec, Que	70 2	13 9	6 5	48	32	13 sc	John S. Thom, Quebec, Que.
107,063	Victoria	St. John, N.B	1897	St. John, N.B	191 2	30 0	7 9	1,002	631	53 pa	Star Line SS. Co., Ltd., Gagetown, N.B.
94,917	Victoria	Southampton	1891	Port Elgin, Ont	31 3	7 1	2 5	3	2	7 sc	W. F. Davidson, Colpoy's Bay, Ont.
116,751	Victoria	Toronto	......	......	37 8	10 0	3 9	13	9	2 sc	Peter Light, Tp. of Tiny, Simcoe Co., Ont.
77,797	Victoria	Winnipeg	1878	St. Catharines, Ont	60 0	10 3	4 2	23	15	4 sc	The Minister of Public Works, Ottawa, Ont.
116,365	Victoria K	Goderich	1903	Goderich, Ont	72 4	15 1	6 8	41	28	14 sc	M. G. McDonald, Blind River, Ont.
111,783	Victorian	Victoria	1891	Portland, Ore., U.S.A	242 3	36 0	15 5	1,504	809	233 sc	John Hendry, Vancouver, B.C.
103,917	Victorian	"	1898	Victoria, B.C	146 5	33 4	4 7	716	455	15 pa	British Yukon Navigation Co., Ltd., Vancouver, B.C.
....	Victory	Montreal	1870	Montreal, Que	65 9	13 4	7 0	56	38	....	Wm. O. Connors, Quebec, Que.
107,869	Vidette	Dawson	1898	St. Michaels, Ala., U.S.A.	96 0	18 0	3 5	134	67	120 pa	Comptroller Northwest Mounted Police, Ottawa, Ont.
116,700	Viga	Kenora	1903	Kenora, Ont	18 0	5 4	2 6	1	—	$\frac{5}{6}$ sc	Henry de Saras, Whitewood, Sask., and R. Wolff, Winnipeg, Man., J.O.
117,070	Vigilant	Ottawa	1904	Toronto, Ont	177 0	22 1	13 2	396	243	65 sc	The Minister of Marine and Fisheries Ottawa, Ont.
111,594	Vigilant	Vancouver	1890	Victoria, B.C	52 0	12 4	5 0	29	20	8 sc	Robt. Bailey, Vancouver, B.C.
116,371	Viking	Port Arthur	1902	Rossport, Ont	44 0	11 4	5 0	15	10	4 sc	Thomas Craigie, Rossport, Ont.
103,130	Viking	St. Andrews	1891	Ashtabula, Ohio, U.S.A.	75 3	21 1	6 4	128	87	17 sc	Deer Island & Campo Bello SS. Co., Campo Bello, N.B.
107,211	Viking	Winnipeg	1899	Winnipeg, Man	43 7	11 7	7 4	17	12	2 sc	Stephen Sigurdson, Hnausa, Man.
112,397	Ville Marie	Ottawa	1902	Ville Marie, Que	35 0	11 5	4 0	32	27	2 sc	Joseph Lavigne, Ville Marie, Que.
112,076	Villineuve	Kenora	1901	Kenora, Ont	50 0	9 8	4 2	28	19	2 sc	Jos. S. Villineuve, Kenora, Ont.
112,275	Viola	Montreal	1903	Montreal, Que	25 0	6 4	2 3	2	2	1 sc	Mrs. Ida H. O. Moseley, Westmount, Que.
85,744	Viola	Toronto	1883	Lévis, Que	100 0	16 3	6 0	68	46	11 sc	The Viola Steam Yacht Co., Toronto Ont.
107,740	Viper	Kingston	1899	Kingston, Ont	40 6	7 9	4 6	8	5	10 sc	F. J. Drake, Kingston, Ont.
111,852	Viper	Port Arthur	1901	Owen Sound, Ont.	60 0	13 0	5 6	34	19	4 sc	Wm. Collis, Bruce Mines, Ont.
1,615	Virginia	Montreal	1875	Philadelphia, Pa., U.S.A.	107 0	24 0	10 8	146	89	175 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.

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112,265	Vison	Montreal	1902	St. Joseph, Mich., U.S.A	23 2	6 0	2 3	2	1	1 sc	P. Beauchemin, Sorel, Que.
111,808	Viva	Sault Ste. Marie	1893	Wyandotte, Mich., U.S.A.	33 0	8 0	3 6	7	5	— sc	John McEwen, Sarnia, Ont.
90,577	Vivid	Toronto	1886	Toronto, Ont	83 8	12 0	6 6	56	35	25 sc	Frank B. Polson, Toronto, Ont.
111,592	Vixen	New Westminster	1898	Kaslo, B.C	35 0	7 0	3 0	7	5	2 sc	J. D. Montgomery, Spokane, Wash., U.S.A.
71,228	Vixen	Sault Ste. Marie	1886	Drummond Island, Mich., U.S.A.	48 0	13 8	5 0	68	53	18 sc	J. H. McCaul, Sault Ste. Marie, Ont.
100,694	Volunda	Pictou, N.S.	1894	New Glasgow, N.S.	73 4	9 4	5 9	30	14	7 sc	Jos. L. Phillips, M.O., Mira, N.S.
103,442	Volunteer	Ottawa	1889	Ottawa, Ont.	35 4	6 6	3 0	3	2	4 sc	M. P. Davis, Ottawa, Ont.
103,553	Voyageur	Midland	1895	Montreal, Que.	67 6	12 0	4 8	44	30	2 sc	Canada Iron Furnace Co., Ltd., Montreal, Que.
107,925	Vulcan	New Westminster	1899	New Westminster, B.C.	72 0	16 0	7 5	77	52	17 sc	The Brunette Sawmill Co., Ltd., New Westminster, B.C.
92,756	Vulcan	Quebec	1889	Dalhousie, N.B.	43 3	11 8	5 5	18	13	35 sc	The Mabou & Gulf Coal Co., Ltd., Mabou, N.S.
121,678	W. L.	Vancouver	1905	Whatcom, Wash., U.S.A.	23 0	4 8	2 2	2	1	$\frac{1}{5}$ sc	W. Lomberg, Vancouver, B.C.
69,526	W. C. Francis	Montreal	1873	Buffalo, N.Y., U.S.A.	64 0	15 6	8 4	38	14	80 sc	Sincennes McNaughton Line, Ltd., Montreal, Que.

117,036	W. D. Brock	Sault Ste. Marie	1905	Echo Bay, Ont	5 0	10 0	3 7	13	9	2 sc	Frederick H. Lawrence, Echo Bay, Ont.
116,264	W. D. Matthews	Toronto	1903	Collingwood, Ont	366 5	48.0	28 0	3,965	2,450	151 sc	St. Lawrence & Chicago Steam Navigation Co., Ltd., Toronto, Ont.
78,026	W. E. Gladstone	Owen Sound	1882	Collingwood, Ont	72 0	16 0	6 8	45	30	25 sc	Chas. Lemcke and Chas. Pedwell, Lion's Head, Ont.
96,942	W. E. Vroom	St. John, N.B	1889	New Glasgow, N.S	32 8	7 0	2 5	10	7	1 sc	John A. Gregory, Grand Bay, N.B.
112,332	W. H. Price	Collingwood	1903	Collingwood, Ont	38 0	10 0	4 6	13	9	2 sc	George Stalker, Collingwood, Ont.
111,810	W. H. Seymour	Sault Ste. Marie	1874	Manitowoc, Wis., U.S.A	66 0	17 3	8 5	85	42	— sc	N. H. Wright, Cutler, Ont.
71,247	W. J. Aikins	Toronto	1874	Buffalo, N.Y., U.S.A	60 0	15 0	6 5	42	25	40 sc	D. C. Graham, Fort William, Ont.
107.133	W. J. Emerson	Goderich	1900	Goderich, Ont	66 0	12 7	5 5	28	19	6 sc	Dominion Fish Co., Ltd., Winnipeg Man.
100,922	W. J. Henry	Ottawa	1890	Carleton Place, Ont	22 5	5 0	2 3	1	1	3 sc	R. L. Haycock, Ottawa, Ont.
80,691	W. J. Poupore	Montreal	1881	Montreal, Que	70 5	15 0	5 9	47	22	55 sc	W. J. Poupore, Montreal, Que.
111.805	W. J. Smith	Sault Ste. Marie	1902	Richard's Landing, Ont.	54 0	12 4	4 4	26	17	45 sc	W. J. Smith, Richard's Landing, Ont.
107,194	W. J. Strong	Southampton	1900	Port Elgin, Ont	58 0	14 0	7 0	41	28	5 sc	W. J. Strong, *et al.*, Southampton, Ont.
78,040	W. J. Taylor	Chatham, Ont	1883	Chatham, Ont	35 0	8 0	3 0	9	6	10 sc	St. Clair Tunnel Co., Sarnia, Ont.
96.811	W. L. Davis	Sault Ste. Marie	1882	Detroit, Mich., U.S.A	46 0	12 0	5 0	46	37	— sc	Jas. Garrett, Sault Ste. Marie, Ont.
92,655	W. M. German	Port Dover	1888	Port Robinson, Ont	58 0	12 0	5 0	28	19	9 sc	Thos. H. Low, Port Dover, Ont.
94,697	W. M. Weatherspoon.	Digby	1890	Digby, N.S	70 2	15 8	6 6	59	34	24 sc	The W. W. Weatherspoon Tow & Ferryboat Co., Hantsport, N.S.
96.869	W. P. Buckly	Prescott	1870	Wilson, N.Y., U.S.A	45 0	9 5	3 4	27	12	— sc	James Buckly, Prescott, Ont.
85,709	W. S. Ireland	Wallaceburg	1872	Wallaceburg, Ont	86 5	24 2	6 7	105	71	9 sc	John Cooper, Chatham, Ont.
107.592	W. S. Oldfield	Owen Sound	1898	Wiarton, Ont	42 0	12 4	5 0	15	10	26 sc	W. H. Oldfield, Parry Sound, Ont.
100.702	Wabana	Pictou, N.S	1899	New Glasgow, N.S	41 0	8 4	5 2	12	8	4 sc	The Nova Scotia Steel & Coal Co., Ltd., New Glasgow, N.S.
116,754	Wahnapitæ	Toronto	1904	Penetanguishene, Ont	91 0	18 6	10 2	153	95	37 sc	C. Beck, Mfg., Co., Ltd., Penetanguishene, Ont.
107,107	Walbran	Victoria	1898	Seattle, Wash., U.S.A	27 8	6 8	3 0	3	2	½ sc	Wm. E. Oliver, Victoria, B.C.
83,375	Wales	Sarnia	1881	Sarnia, Ont	126 0	24 0	11 0	350	238	36 sc	Wescott Wrecking Co., Ltd., Sarnia, Ont.
71,075	Walter H. Stone	Amherstburg	1889	Sandusky, O., U.S.A	64 2	16 5	6 7	35	17	2 sc	Albert Henning, Pelee Island, Ont.
90,774	Walter Scott	Windsor, Ont	1876	Buffalo, N.Y., U.S.A	36 0	10 8	4 7	26	18	25 sc	J. W. Maitland, Owen Sound, Ont.

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107,739	Wanda..........	Kingston..........	1899	Kingston, Ont..........	65 0	10 5	6 6	39	26	7 sc..	Daniel O'Connor, Temagami, Ont.
116,840	Wanda..........	"	1904	"	34 4	6 8	3 0	6	1	1 sc..	John H. Davis, Kingston, Ont.
85,720	Wanda..........	Prescott..........	1878	Watertown, N.Y., U.S.A	36 0	8 0	3 0	4	2	6 sc..	O. Bascom, Kemptville, Ont.
94,950	Wanda..........	Yarmouth..........	1890	Lockeport, N.S..........	60 0	15 0	7 9	38	32	3 sc..	Hugh B. Cann, M.O., Yarmouth, N.S.
121,843	Wanda II..........	Toronto..........	1905	Toronto, Ont..........	94 0	12 0	6 0	51	33	21½ sc..	Timothy Eaton, Toronto, Ont.
116,988	Wanderer..........	Kenora..........	1905	Kenora, Ont..........	45 0	11 0	4 5	20	13	1 sc..	J. Matheson, Kenora, Ont.
121,677	Wanderer..........	Vancouver..........	1905	Vancouver, B.C..........	23 0	7 6	2 0	4	3	⅖ sc..	H. A. Mellon and A. J. Scott, J.O., Vancouver, B.C.
103,683	Wanita..........	Toronto..........	1896	Ahmic Harbour, Ont....	64 0	12 0	5 8	44	30	2 sc..	R. J. Watson, Burk's Falls, Ont.
100,651	Wapenao..........	Kingston..........	1893	Kingston, Ont..........	40 7	8 2	3 0	5	3	8 sc..	T. Eaton, Toronto, Ont.
107,734	Wapiti..........	Kenora..........	1899	"	55 6	9 7	4 2	18	12	8 sc..	Charles F. Bunnel, Winnipeg, Man.
100,084	Waring..........	St. John..........	1892	Rothesay, N.B..........	49 8	13.1	5 7	29	20	13 sc..	Mrs. Charlotte A. Waring, *et al.*, St. John, N.B.
107,354	Warren G..........	Sydney..........	1891	Newburyport, U.S.A....	28 0	6 6	3 2	3	2	5 sc..	J. Nicholson, North Sydney, N.S.
84,457	Wasis..........	Pictou, N.S..........	1883	Meadowside, G.B..........	160 4	25 1	13 5	480	255	53 sc..	Wasis Steamship Co., Ltd., New Glasgow, N.S.
103,924	Water Lily..........	Peterborough..........	1897 1901	Peterborough, Ont....	80 0	12 0	5 2	51	37	3 sc..	Henry Calcutt, Peterborough, Ont.

94,923	Water Lily......	Picton, Ont.........	1891	Picton, Ont....	100 0	18 4	5 7	95	60	11 sc ..	A. W. Hepburn, Picton, Ont.
112,256	Water Lily.....	Vancouver..........	1903	Vancouver, B.C.........	27 7	7 6	3 4	4	3	2 sc ..	Duncan Rowan, Vancouver, B.C.
103,488	Water Lily.......	New Westminster ..	1896	Victoria, B.C...........	70 0	17 3	4 6	74	50	5 pa..	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
116,288	Water Witch......	Halifax.............	1903	Dartmouth, N.S........	80 0	18 0	8 3	90	61	75 sc ..	Peter Judge, *et al.*, Halifax, N.S.
107,877	Water Witch.	Lindsay.............	1900	Lindsay, Ont.	44 8	10 5	4 2	18	12	2 sc ..	Michael Dovey, Lindsay, Ont.
77,917	Water Witch.	Port Hope..........	1880	"	40 0	9 0	5 0	9	3	12 sc ..	J. H. Dunsford, Lindsay, Ont.
116,836	Waterlily.........	Kingston.....	1904	Toronto, Ont.....	25 7	5 8	2 6	2	2	½ sc ..	Charles H. Gray, Gananoque, Ont.
112,336	Waubaushene.....	Collingwood	1904	Collingwood, Ont.	78 0	18 5	12 6	135	92	37 sc ..	Georgian Bay Lumber Co., Ltd., Waubaushene, Ont.
85,415	Waubaushene....	St. Catharines	1882	St. Catharines, Ont......	71 0	18 2	8 8	96	47	100 sc ..	Frederick Wood, *et al.*, J.O., Wiarton, Ont.
111,889	Wauneta..	Peterborough.......	1906	Lakefield, Ont.	25 2	5 2	2 5	2	2	½ sc ..	Thomas and William Gordon, J.O., Lakefield, Ont.
107,750	Wawa	Kingston....	1901	Kingston, Ont.........	41 0	8 6	3 4	9	6	6 sc ..	Gerald de C. O'Grady, Toronto, Ont.
116,769	Wawaskesh.	Toronto	1903	Simcoe, Ont....	37 0	9 3	2 8	19	12	2 sc ..	Wm. E. Bigwood, Toronto, Ont.
116,762	Wawinet.........	"	1904	Toronto, Ont......	87 0	12 5	7 5	68	46	9 sc ..	Wm. McKenzie, Toronto, Ont.
71,076	We C. U.	Amherstburg.... ..	1898	Detroit, Mich., U.S.A ..	57 0	8 0	3 8	6	4	12 sc ..	Colin Wigle, Amherstburg, Ont.
85,500	Welcome.	Collingwood	1886	Collingwood, Ont.	52 0	11 0	5 2	21	14	13 sc ..	Thos. Falls and James Poole, J.O. Meldrum Bay, Ont.
111,596	Welcome..........	New Westminster...	1901	Harrison River, B.C . ..	75 0	9 0	2 5	32	20	4 pa..	Capt. Wm. Menton, Harrison River, B.C.
112,085	Welcome....	Kenora.............	1903	Rainy River, Ont.......	50 0	12 0	3 5	36	25	7 sc ..	Wm. Pearson, Winnipeg, Man.
90,806	Wellington..	New Westminster...	1886	Victoria, B.C....	34 7	7 7	3 5	16	11	4 sc ..	The Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
107,789	Welshman........	Ottawa	1900	Ottawa, Ont...........	105 0	23 0	6 0	204	99	48 sc ..	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
92,744	Wenola...........	Sackville	1892	Bay Verte, N.B.........	49 0	11 0	4 7	25	17	2 sc ..	G. McKean, M. O.., St. John, N.B.
107,685	Wenona.	Prescott...........	1905	Prescott, Ont...........	66 6	10 4	4 6	26	17	8 sc ..	John Dowsley Reid, Prescott, Ont.
111,841	Wenonah	Chatham, N.B......	1901	Chatham, N.B...	31 5	8 8	4 2	9	6	4 sc ..	F. M. Tweedie, Chatham, N.B.
122,215	Wenonah	Toronto	1906	Hamilton, Ont.........	31 0	6 5	2 5	4	3	3 sc ..	Samuel William Howard, Toronto, Ont
103,650	Wenonah	Kingston...... . ..	1899	Oliver's Ferry, Ont.....	37 0	8 6	3 5	6	4	— sc .	Wm. McLaren, Perth, Ont.
92, 33	Wenonah.........	Toronto	1886	Burk's Falls, Ont..	94 6	18 0	6 8	161	90	14 pa ..	Robert J. Watson, Burk's Falls, Ont.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Concluded.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Fin.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou armateur gérant, et adresse.
103,441	Weslemkoon	Ottawa	1895	Lake Weslemkoon, Ont.	37 0	15 8	3 6	17	9	20 sc	Rideau Lumber Co., Ltd., Ottawa, Ont.
111,861	West Arm	Ottawa	1901	Sturgeon Falls, Ont	55 0	12 8	5 5	27	24	35 sc	Henry Quesnel, J.P., Sturgeon Falls, Ont.
64,594	Western Extension	St. John, N.B	1871	Milledgeville, N.B	112 0	30 0	10 8	425	169	90 pa	The Mayor, Aldermen and Commonalty of the City of St. John, N.B.
85,671	Westminster	New Westminster	1882	Victoria, B.C	52 3	10 4	5 0	18	14	15 sc	British Columbia Canning & Cold Storage Co., Ltd., Victoria, B.C.
114,445	Westmount	Montreal	1903	Wallsend-on-Tyne, G.B.	248 7	42 0	20 6	1,875	1,171	230 sc	Montreal Transportation Co., Ltd., Montreal, Que.
71,179	Westport	Kingston	1862	Bedford Mills, Ont	102 9	20 6	7 7	196	165	15 sc	M. Scanlan, Montreal, Que.
116,546	Westport	"	1903	Westport, Ont	87 5	18 9	6 0	80	48	10 sc	Wesley Brooker, Portland, Ont.
116,208	Westport III	Yarmouth	1903	Shelburne, N.S	101 0	21 3	9 0	140	49	21 sc	The Insular SS. Co., Ltd., Westport, N.S.
94,824	Weymouth	Pictou, N.S	1890	Weymouth Bridge, N.S.	102 7	19 0	7 6	154	106	26 sc	The Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
92,400	Where Now	Kingston	1889	Kingston, Ont	77 0	12 8	6 6	48	26	90 sc	Levi B. Spencer, Kingston, Ont.
83,412	Whistle Wing	Port Hope	1872	Peterborough, Ont	74 0	13 0	4 0	88	71	30 pa	H. Calcutt, Peterborough, Ont.
107,837	White Horse	Victoria	1901	White Horse, Y.T	167 0	34 5	4 5	987	631	17 pa	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,555	White Squall	Montreal	1895	Valleyfield, Que	42 2	9 9	3 4	7	5	1 sc	Montreal Cotton Co., Valleyfield, Que.
103,961	White Star	"	1897 1905	Montreal, Que Cornwall, Ont	167 2	41 8	8 2	629	313	37½ pa	Oliver Gillespie, Cornwall, Ont.
111,583	White Star	Peterborough	1900	Lakefield, Ont	30 0	7 4	2 4	9	6	6 pa	Mrs. Ellen M. White, Lakefield, Ont.

103,392	White Wings	Deseronto	1894	Deseronto, Ont.	35 0	6 1	1 7	3	2	— sc	T. McDonald, Thurlow, Ont.
71,188	Wiarton Belle	Owen Sound	1871	Chicago, Ill., U.S.A.	103 0	17 8	5 3	88	59	65 sc	John Gidley, Penetanguishene, Ont.
103,383	Widgeon	Winnipeg	1894	"	24 0	6 0	3 0	2	2	1 sc	Mrs. Margerie A. Blake, Kenora, Ont.
121,743	Wiking	Vancouver	1905	Eburne, B.C.	30 0	9 0	3 0	8	5	1 sc	John Anderson, Eburne, B.C.
99,103	Wild Rose	Montreal	1891	Dartmouth, N.S.	47 0	7 0	4 0	10	6	10 sc	E. W. Parker, Montreal, Que.
103,713	Wilfred C.	Moncton	1897	Yarmouth, N.S.	80 0	18 5	8 0	99	48	16 sc	Shepody Navigation Co., Ltd., Moncton, N.B.
121,812	Wilfred L. Snow	Digby	1905	Shelburne, N.S.	63 5	16 7	7 2	36	36	4 sc	Edward Keans, M.O., Granville, N.S.
75,524	William	Montreal	1877	Montreal, Que	57 4	15 0	7 4	49	32	60 sc	Wm. W. Tate, Montreal, Que.
96,858	William A. Rooth	Sarnia	1871	Port Colborne, Ont.	81 0	15 7	7 6	52	32	20 sc	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
90,880	William Aitken	Charlottetown	1887	Yarmouth, N.S.	73 9	18 3	7 8	75	51	38 sc	W. H. Batt, Charlottetown, P.E.I.
85,520	William Booth	Toronto	1883	Bronte, Ont.	67 0	12 2	4 6	46	32	20 sc	Henry Quinlan, *et al.*, Belleville, Ont.
107,204	William Cross	Winnipeg	1897	Lake Manitou, Ont.	43 0	10 0	4 2	22	16	1 sc	L. R. Johnstone, *et al.*, Wabigoon, Ont.
103,952	Wm. Davis	Montreal	1897	Montreal, Que.	63 3	16 0	6 0	40	27	9 sc	J. T. Davis, Ottawa, Ont.
77,717	Wm. F. McRae	Wallaceburg	1880	Wallaceburg, Ont.	65 0	14 4	6 8	46	31	35 sc	J. Mayhew, Moore, Ont.
100,887	Wm. H. Murray	St. John, N.B.	1894	St. John, N.B.	74 1	17 4	8 2	75	51	33 sc	J. Holly, St. John, N.B.
90,763	Wm. H. Seibold	Goderich	1887	Goderich, Ont	58 0	12 2	6 0	22	15	25 sc	Dominion Fish Co., Ltd., Winnipeg, Man.
111,482	William Hackett	Quebec	1900 1905	Levis, Que Quebec, Que	98 7	20 0	8 0	126	86	39 sc	M. J. Hackett and W. J. Hackett, Quebec, Que.
100,690	Wm. Hunter	New Westminster	1892	New Denver, B.C.	58 5	12 9	3 2	51	34	3 sc	Canadian Pacific Railway Co., Montreal, Que.
80,874	William Johnston	Kingston	1878	Garden Island, Ont.	85 9	20 9	6 6	95	53	32 sc	The Calvin Co., Ltd., Garden Island, Ont.
111,342	Wm. M	Chatham, N.B.	1901	Chatham, N.B.	54 0	14 4	6 0	29	20	13 sc	Wm. M. and E. H. Sinclair, Newcastle, N.B.
107,527	William Ogilvie	Victoria	1899	Lake Bennett, B.C	63 0	14 4	4 5	82	56	5 sc	The Teslin Yukon Steam Navigation Co., Ltd., Victoria, B.C.
92,549	William Paul	Montreal	1888	Sorel, Que.	40 9	10 5	4 6	7	5	4 sc	H. Larose, Pierreville, Que.
88,631	William Ross	"	1870	Port Robinson, Ont	40 0	8 9	5 0	14	10	25 sc	N. Auclair, Montreal, Que.
103,665	William Whyte	Winnipeg	1897	Wabigoon, Ont.	36 0	9 0	3 9	18	12	1 sc	L. R. Johnstone, *et al.*, Wabigoon, Ont.
97,004	William Wilson	St. Catharines	1892 1903	Ridgeway, Ont. Port Maitland, Ont.	43 4	11 1	5 2	1	10	1 sc	Frank Ross, Port Maitland, Ont.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued.*

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
103,309	Willie	Vancouver	1884	Shelton, Wash., U.S.A.	65 6	15 5	4 5	83	56	4 pa.	Wm. C. Brown, Vancouver, B.C.
107,402	Willie C	Montreal	1893	Eddieville, N.Y., U.S.A	39 0	9 6	4 0	8	6	3 sc	J. E. Paul Sorel, Que.
80,780	Willie Scagel	Sarnia	1888	Sarnia, Ont.	37 0	8 6	4 0	22	15	2 sc	J. Telfer, jr. Blenheim, Ont.
100,929	Willis	Ottawa	1893	Ottawa, Ont	30 4	7 6	3 0	2	1	6 sc	D. O'Connor, Ottawa, Ont.
116,839	Willowdeo	Kingston	1904	Kingston, Ont.	69 6	9 9	5 0	25	17	15 sc	W. L. Hepton, Leeds, G.B.
90,791	Wilna	Victoria	1879	Sacramento, Cal., U.S.A.	24 3	6 9	3 9	4	3	1 sc	S. M. Robbins, Nanaimo, B.C.
103,562	Windermere	Montreal	1881	Montreal, Que	76 7	10 5	4 9	31	21	3 sc	A. J. Dawes, Lachine, Que.
103.893	Winetta	New Westminster	1897	New Westminster, B.C.	46 8	10 0	3 8	24	16	1 sc	Edmund Bell, North Vancouver, B.C.
116,314	Winner	Amherstburg	1884	Toledo, O., U.S.A	77 5	15 9	7 4	83	56	6 sc	Albert Henning, Pelee Island, Ont.
94,920	Winnie	Southampton	1897	Pike Bay, Ont	48 0	9 5	5 0	14	9	2 sc	L. Belmore, Southampton, Ont.
69,084	Winnie	St. John, N.B.	1874	Dartmouth, N.S	48 3	10 7	4 8	12	9	20 sc	N. B. Colwell and G. W. Colwell, J.O., St. John, N.B.
94,808	Winnifred	Victoria	1889	Victoria, B.C.	44 0	9 9	4 2	13	8	6 sc	H. O. Bell-Irving, Vancouver, B.C.
94,717	Winona	Midland	1902	Port Stanley, Ont.	101 2	22 9	6 8	231	149	24 sc	Mrs. Isabella D. White, Midland, Ont.
121,706	Winona	Toronto	1905	Toronto, Ont.	17 5	10 0	4 3	20	13	4 sc	W. P. Murray, Toronto, Ont.

96,855	Winslow	Sarnia	1865	Cleveland, Ohio, U.S.A.	120 0	19 0	10 0	353	193	150 sc	F. F. Pardee, Sarnia, Ont.
100,709	Wobun	Picton, N.S.	1902	Greenock, G.B.	257 5	37 1	18 2	1,551	990	185 sc	Wobun Steamship Co., Ltd., New Glasgow, N.S.
116,763	Wolfe Islander	Kingston	1904	Toronto, Ont.	118 6	17 7	6 8	224	98	28 pa.	The Corporation of the Township of Wolfe Island, Ont.
116,452	Wolverine	Vancouver	1903	Vancouver, B.C.	29 3	8 4	3 5	8	5	1 sc	James Sutherland, Rock Bay, B.C.
112,295	Wolverine	Winnipeg	1903	Selkirk, Man	126 0	24 5	7 6	278	189	17sc	The Imperial Fish Co., Ltd., Selkirk, Man.
100,791	Worlock	Victoria	1893	Victoria, B.C.	64 0	14 6	7 0	45	30	14 sc	C. K. M. Martin, Yokohama, Japan.
107,214	Wrigley	Winnipeg	1898	Fort Smith, N.W.T.	86 0	16 0	7 0	105	67	5 sc	Hudson's Bay Co., London, G.B.
116,402	Yale	Victoria	1903	Nakusp, B.C.	75 0	13 6	5 1	36	25	17 sc	The Yale Columbia Lumber Co., Ltd., Nakusp, B. C.
107,341	Yankee	Yarmouth	1900	Tusket Wedge, N.S.	35 7	9 9	4 1	7	3	3 sc	R. S. Mackay, *et al.*, Yarmouth, N.S.
92,480	Yantic	Charlottetown	1888	Lot 3, P.E.I.	40 7	10 7	5 2	14	9	4 sc	John Read, Tidnish, N.S.
93,373	Yarmouth	Yarmouth	1887	Dumbarton, G.B.	220 3	35 2	21 0	1,452	725	260 sc	Dominion Atlantic Railway Co., London, G.B.
107,258	Yellow Kid	New Westminster	1898	Linderman, B.C.	29 0	7 0	4 0	3	2	1 sc	F. Porter Worsnop, Lake Linderman, B.C.
107,452	Ymir	Vancouver	1898	Nelson, B.C	77 7	16 7	6 0	70	47	27 sc	Canadian Pacific Railway Co., Montreal, Que.
111,979	York	"	1901	Toronto, Ont.	88 0	16 2	4 9	134	91	13 sc	" "
112,050	You and I	St. Catharines	1902	Port Maitland, Ont.	52 0	14 2	5 6	25	17	20 sc	John McKeown, Port Maitland, Ont.
75,723	Yuba	Barrington	1878	Yarmouth, N.S.	40 2	11 3	4 0	12	6	2 sc	Ephraim Larkin, Barrington, N.S.
107,098	Yukoner	Victoria	1898	St. Michaels, Alaska, U.S.A.	170 8	32 0	5 7	781	492	17 pa.	British Yukon Navigation Co., Ltd., Vancouver. B.C.
121,744	Yuno	Vancouver	....	....	26 0	10 4	3 6	7	5	$\frac{4}{5}$ sc	Ernest W. Stark, Vancouver, B.C.
122,226	Yvon	Montreal	1906	Sorel, Que.	58 0	17 5	8 4	51	26	10 sc	The Sincennes McNaughton Line, Ltd., Montreal, Que.
100,650	Yvonne	Victoria	1890	Vancouver, B.C.	29 0	7 3	3 0	5	3	1 sc	Henry G. Holman, Vancouver, B.C.
88,510	Zaidee	Sydney	1884	Dartmouth, N.S	49 3	11 8	4 4	19	13	12 sc	J. G. H. Purves, North Sydney, N.S.
100,625	Zara	Port Dover	1903	Port Rowan, Ont.	55 4	9 1	3 8	35	24	16 sc	Pearsall & Dease, Port Rowan, Ont.

ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Built — Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Gross Tonnage. Tonnage brut.	Registered Tonnage. Tonnage enregistré.	H. P. of Engines and Mode of Propulsion. Puissance des machines en c. v. et mode de propulsion.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
107,830	Zealandian..	Victoria............	1900	Lake Bennett, B.C......	102 0	23 0	5 0	180	141	7 pa..	Canadian Development Co., Ltd., Victoria, B.C.
100,041	Zeila.	Brockville..........	1890	Brockville, Ont..........	36 8	7 1	3 7	3	3	6 sc ..	B. D. Stacey, Brockville, Ont.
107,880	Zelma	Lindsay.....	1900	Lindsay, Ont............	22 0	5 2	2 6	1	1	4 sc ..	Reuben L. Morgan, Lindsay, Ont.
92,616	Zena.......	Port Arthur.......	1886	Fort William, Ont	27 9	8 6	2 8	4	4	3 sc .	James Whalen, Port Arthur, Ont.
88,524	Zephyr.	Hamilton	1886	Hamilton, Ont..........	27 0	6 0	3 0	3	2	8 sc .	C. A. Bogert, Toronto, Ont.
88,232	Zephyr...........	Toronto.............	1885	Brockville, Ont.	52 0	10 0	4 5	19	11	8 sc ..	Thos. Marks, Port Arthur, Ont.
112,220	Zuleika	St. John, N.B	1893	Gloucester, Mass., U.S.A	48 4	9 0	4 6	16	11	4 sc ..	John F. Gregory, St. John, N.B.
94,676	Zuleika..	Sydney..	1889	Dartmouth, N.S........	51 0	8 5	4 2	12	8	25 sc ..	Louis Petrie, Glace Bay, N.S.
75,910	Zulu......	Chatham, N.B......	1879	Chatham, N.B..	56 0	10 8	4 6	18	10	35 pa .	New Brunswick Trading Co. of London, Ltd., London, G.B.

PART II

SAILING VESSELS

PARTIE II

VOILIERS

PART II.—PARTIE II.

Alphabetical List of Canadian Registered Sailing Vessels on Registry Books, December 31, 1906.

Liste alphabétique des navires à voiles canadiens inscrits sur les registres, 31 décembre 1906.

Official Number. — Numéro officiel.	Name of Ship. — Nom du navire.	Port of Registry. — Port d'enregistrement.	Rig. — Gréement.	Built—Construit en	Where Built. — Lieu de construction.	Length in feet and 10ths. Longueur en pieds et 10es.	Breadth in feet and 10ths. Largeur en pieds et 10es.	Depth in feet and 10ths. Profondeur en pieds et 10es.	Registered tonnage. Tonnage enregistré.	Owner or Managing Owner, and Address. — Armateur ou propriétaire gérant, et adresse.
116,995	A	Ottawa	Barge—Chd.	1903	Barry's Bay, Ont.	50 0	12 0	4 0	16	Canada Corundum Co., Ltd., Toronto, Ont.
107,922	A. No. 1	New Westminster	"	1897	New Westminster, B.C.	60 0	24 0	5 0	68	The Fraser River Oil & Guano Co., Ltd., Vancouver, B.C.
107,923	A. No. 2	"	"	1897	"	60 0	24 0	5 0	68	" "
111,602	A. B. C., 5	"	"	1900	Steveston, B.C.	50 0	14 0	3 0	17	Anglo-British Columbia Packing Co., Ltd., Vancouver. B.C.
111,606	A. B. C., 6	"	"	1900	New Westminster, B.C.	45 0	14 0	3 0	15	" "
111,603	A. B. C., 25	"	"	1900	Steveston, B.C.	50 0	14 0	3 0	17	" "
117,155	A. B. C., No. 1	"	Scow—Chd.	1906	New Westminster, B.C.	65 0	24 0	2 8	91	Anglo British Columbia Packing Co., Ltd., Vancouver, B.C.
107,921	A. C. C., No. 3	"	Barge—Chd	1897	"	68 0	24 0	5 0	150	Automatic Can Co., Ltd., New Westminster, B.C.
107,406	A. D.	Montreal	Sloop	1899	St. Thomas de Pierreville, Que.	147 0	30 1	13 4	462	Agapit Daneau, St. Thomas de Pierreville, Que.
111,837	A. L. B.	Lunenburg	Schr—Glt	1901	Phinney's Cove, N.S.	40 0	14 7	6 0	22	J. Brenton Cleveland, Lunenburg, N.S.
107,457	A. M., 1	Vancouver	Scow—Chd	1891	Vancouver, B.C.	72 0	23 9	6 2	90	Alex. Morrison, Vancouver, B.C.
121,719	A. M., 5	"	"	1902	"	78 3	30 3	7 5	105	William C. Ditmars, Vancouver, B.C.
117,014	A. M., 6	"	"	1902	"	79 0	30 0	7 5	160	W. H. Armstrong, Vancouver, B.C.

111,867	A. A. Buell	Ottawa	Barge—Chd	1902	Hull, Que	108 5	22 6	8 0	146	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
100,881	A. C. Bartlett	St. John, N.B.	Schr—Glt	1892	Oromocto, N.B	45 7	14 3	5 1	20	William Bryson, Oromocto, N.B.
103,222	A. C. Davis	Ottawa	Horse ferry	1893	Quyon, Que	43 0	24 8	2 1	12	William McLean, Quyon, Que.
94,632	A. C. Greenwood	Shelburne	Schr—Glt	1888	Sand Point, N.S	41 0	13 7	6 0	15	Ernest Mason, Tangier, N.S.
97,034	A. D'E.	Yarmouth	″	1891	Pubnico, N.S.	38 0	13 8	5 5	15	A. D'Entremont, Pubnico, N.S.
103,438	A. D. Smith	Ottawa	Barge—Chd	1895	Barry's Bay, Ont	32 3	11 3	3 6	14	D. Johnston, Combermere, Ont.
112,286	A. E. Moore	Digby	Sloop	1902	Church Point, N.S	27 0	8 9	4 9	11	Jas. A. Moore, Westport, N.S.
111,575	A. G. Nish	Toronto	Dr'dge—D'gue	Unkn 1890 1901	Oakville, Ont Toronto, ″	65 0	23 0	6 0	43	F. B. McNamee, Montreal, Que.
116,539	A. K. Maclean	Lunenburg	Schr—Glt	1905	LaHave, N.S	105 5	26 8	11 0	176	Freeman S. Messenger, M.O., Petite Rivière, N.S.
90,461	A. Anthony	St. John, N.B	″	1884	Lower Selmah, N.S.	71 1	21 3	7 8	78	Arthur Pritchard, St. Martin's, N.B.
85,771	A. Gauthier	Ottawa	Barge—Chd	1884	Monte Bello, Que.	111 6	22 7	6 5	137	Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,959	A. Gill	Montreal	Sloop	1898	Pierreville, Que	95 8	22 9	6 5	105	Emmanuel Daneau, Windsor Mills, Que.
107,321	A. Lincoln	Charlottetown	Schr—Glt	1865	Essex, Mass., U.S.A.	72 5	18 8	7 0	58	Simon Pineau, North Rustico, P.E.I.
72,714	A. Muir	St. Catharines	″	1874	Port Dalhousie, Ont.	138 4	23 9	11 4	330	Wm. Muir, Port Dalhousie, Ont.
97,199	A. Robillard	Montreal	Sloop	1890	Pierreville, Que	110 1	22 8	7 8	153	A. Robillard, Montreal Que.
83,323	Aaron	Ottawa	Barge—Chd	1881	Montreal, Que	108 0	22 0	6 4	144	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
94,790	Abana	Charlottetown	Schr—Glt	1889	La Have, N.S	76 0	23 6	8 7	76	James Lannigan, Souris, P.E.I.
96,945	Abana	St. John, N.B	″	1890	St. Martin's, N.B.	77 5	25 9	7 6	97	G. R. McDonough, St. Martin's, N.B.
121,808	Abbie	Barrington	Sloop	1904	Clyde, N.S.	31 0	11 4	6 0	10	C. D. Atkerson, Cape Island, N.S.
107,798	Abbie Keast	St. John, N.B.	Schr—Glt	1899	Cambridge, N.B.	83 0	27 0	7 3	96	Alexander Watson, *et al.*, St. John, N.B.
121,802	Abbie May	Barrington	Sloop	1904	Shelburne, N.S	30 0	10 6	6 0	10	Wm. E. Atkinson, Cape Island, N.S.
107,070	Abbie Verna	St. John, N.B.	Schr—Glt	1898	Waterborough, N.B.	69 5	24 3	6 4	66	A. H. Gibson, Margaretsville, N.S.
77,826	Abby G.	Halifax	″	1879	Ship Harbour, N.S.	54 6	15 8	6 2	31	Walter Glawson, Ship Harbour, N.S.
92,603	Abby Jane	Sydney	″	1889	Aspy Bay, N.S	45 5	15 6	6 1	19	John Fitzgerald, Aspy Bay, N.S.
100,828	Abeona	Lunenburg	Bktn—Bkglt.	1893	Mahone Bay, N.S.	143 9	32 2	13 0	499	J. H. Zwicker, Mahone Bay, N.S.

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103,373	Aberdeen	Winnipeg	Barge—Chd	1888	Moorehead, Minn., U.S.A	119 0	26 9	5 5	150	The Northwest Nav. Co., Ltd., Winnipeg. Man.
92,625	Acacia	Liverpool	Schr—Glt	1887	Conquerall, N.S.	80 6	24 7	9 5	99	L. B. Currie, *et al.*, West Dublin, N.S.
83,313	Acacia	Port Medway.	Bgtn—Bkglt.	1884	Port Medway, N.S	98 4	25 6	10 1	186	B. H. Hammett, Boston, Mass., U.S.A.
....	Acacia	Kingston	Schr—Glt	1871	Smith's Falls, Ont	102 3	20 4	9 4	188	C. C. Simmons, Kingston, Ont.
112,126	Acadia	Lunenburg	„	1903	Lunenburg, N.S	90 4	24 3	9 3	91	Alexander Knickle, *et al.*, Lunenburg, N.S.
72,942	Acadia	Montreal	Barge—Chd	1875	Quebec, Que.	150 0	26 5	11 5	375	Montreal Transportation Co., Ltd., Montreal, Que.
83,431	Acadian	Weymouth	Schr—Glt	1886	Meteghan River, N.S.	54 5	17 5	7 0	32	James L. Stevens, Freeport, N.S.
80,861	Acme	Amherst, N.S.	„	1880	Wallace, N.S.	71 0	19 9	7 5	59	John W. Morris, Wallace, N.S.
116,517	Acme	Lunenburg	„	1904	Lunenburg, N.S.	89 4	24 6	9 2	91	Wm. C. Smith, M.O., Lunenburg, N.S.
90,464	Active	Maitland	„	1884	Great Village, N.S	35 0	10 9	4 6	12	Joseph Hiltz, Pembroke, N.S.
103,834	Active	Quebec	„	1896	St. John, I. Orleans, Que.	38 8	12 6	4 7	13	Zepherin Asselin, St. Famille, Island Orleans, Que.
85,710	Active	Wallaceburg	Barge—Chd	1887	Wallaceburg, Ont.	84 4	23 0	5 0	64	J. McCallum, Wallaceburg, Ont.
59,255	Ada	Chatham, N.B.	Schr—Glt	1866 1890	Cambridge, N.B	73 2	24 9	6 7	72	J. B. Snowball Co., Ltd., Chatham, N.B.
92,748	Ada	Sackville	......	1896	Port Elgin, N.B	72 0	24 2	8 9	78	S. Trenholm, Pictou Landing, N.S.

92,517	Ada	St. Andrews	Schr—Glt	1888	Campo Bello, N.B	26 0	11 0	5 0	10	A. R. Philips, Campo Bello, N.B.
80,045	Ada	Victoria	"	1880	St. John, N.B	72 5	25 4	7 3	91	Jos. Boscowitz, Victoria, B.C.
88,381	Ada L	Windsor, N.S.	"	1884	Walton, N.S.	46 4	16 5	6 9	31	David C. Hunter, Walton, N.S.
90,737	Ada Louise	Port Hawkesbury	"	1888	Port Hawkesbury, N.S.	60 5	19 9	7 2	57	Margaret Embree, Port Hawkesbury, N.S.
83,086	Ada M	"	"	1882	"	40 0	14 0	6 0	20	Wm. Burke, River Bourgeoise, N.S.
107,961	Ada Mildred	Pictou, N.S.	"	1900	Lunenburg, N.S	92 4	24 4	9 5	99	James Yorston, Pictou, N.S
116,900	Ada & Pearl	Yarmouth	Sloop	1904	Arcadia, N.S.	34 0	12 0	6 2	13	J. T. Duncan, Clarks Harbour, N.S.
107,476	Addie B.	Digby	"	1900	Westport, N.S.	36 0	13 3	6 0	13	Charles Bailey, Westport, N.S.
103,124	Addie B.	St. Andrews	"	1893	"	29 0	11 0	5 9	13	John Mulholland, Campo Bello, N.B.
121,932	Addie M.	Halifax	Schr—Glt	1905	West Dover, N.S.	39 2	11 3	5 0	11	Isaac Morash, West Dover, Halifax, N.S.
121,898	Addie & Beatrice	Shelburne	"	1906	Shelburne, N.S.	113 0	29 0	11 0	197	Zephaniah Nickerson, M.O., Port Clyde, N.S.
116,803	Adel	Sorel	Barge—Chd	1905	Sorel, Que.	73 5	18 6	4 4	43	A. P. E. Lanctot, Sorel, Que.
116,526	Adelaide	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	38 5	11 7	5 5	13	J. F. Gray, Pennant, N.S.
100,714	Adèle	Montreal	Barge—Chd	1893	Yamaska, Que	127 3	28 5	10 8	297	Adolf Lomer, Montreal, Que.
81,186	Adelia	Halifax	Schr—Glt	1868	Lussino, Piccolo, Italy	77 1	39 1	22 3	138	Henry J. Whitlock, Oxford, G.B.
38,390	Adeliade	Arichat	"	1859	River Bourgeoise, N.S	48 0	14 4	5 6	18	James Butler, Halifax, N.S.
72,099	Adelina	Chatham, N.B.	"	1876	Shippegan, N.B.	35 0	11 2	4 6	12	A. Paulin, Shippegan, N.B.
36,608	Adeline	Liverpool	"	1859	Parrsboro', N.S.	65 3	19 8	8 3	63	A. P. Mills, Summerside, P.E.I.
103,009	Adeline Gladys	Chatham, N.B	"	1890	Caraquet, N.B.	35 5	12 6	5 0	12	John Young, Tracadie, N.B
100,350	Adella	Maitland	"	1893	Minasville, N.S.	63 8	20 3	8 1	99	Daniel Henderson, Minasville, N.S.
103,370	Adjutor	Quebec	Sloop	1895	Trois Saumons, Que.	60 6	20 5	5 4	41	C. Methot, Trois Saumons, Que.
116,965	Admiral Togo	St. Andrews	"	1905	Grand Manan, N.B.	27 8	12 0	5 9	12	William and Walter Benson, Grand Manan, N.B.
111,999	Adonis	Windsor, N.S.	Schr—Glt	1903	Bridgetown, N.S.	150 0	32 0	11 3	316	The Adonis Co., Ltd., Wolfville, N.S.
121,876	Adoriam	Yarmouth	Sloop	1906	Plymouth, N.S.	36 0	12 0	7 0	15	Armand G. LeBlanc M.O., Plymouth, N.S.
80,869	Adrienne	Amherst, N.S.	Schr—Glt	1883	South Boston, Mass.	73 8	18 2	9 0	51	David W. Robb, Amherst, N.S.

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112,060	Advance	Windsor, N.S.	Schr—Glt	1902	Canning, N.S.	150 0	31 8	10 7	295	The Advance Co., Ltd., Wolfville, N.S.
112,321	Advent	"	"	1902	Parrsboro', N.S.	127 3	32 4	10 3	256	The Advent Co., Ltd., Wolfville, N.S.
61,989	Adventure	Port Hawkesbury	"	1871	Wallace, N.S	60 0	21 1	7 7	54	Duncan McDonald, Port Hood, N.S.
100,822	Adventurer	Charlottetown	Schr—Glt	1893	La Have, N.S	61 8	20 8	8 3	55	Thomas Kickham, Souris, P.E.I.
111,514	Æolus	St. John, N.B	Sloop	1899	St. John, N.B	27 6	8 1	3 2	4	Arthur C. Fairweather, Rothesay, N.B.
122,132	Aerolite	Yarmouth	"	1906	Cape Island, N. S.	36 0	13 0	6 6	16	James J. Duncan, Cape Island, N.S.
111,807	Agawa	Sault Ste. Marie	Barge—Chd	1902	Collingwood, Ont.	379 0	46 0	26 0	3308	Algoma Central & H. B. Ry. Co., Sault Ste. Marie, Ont.
92,730	Aggie	Toronto	Sloop	1887	Oakville, Ont.	47 3	12 0	5 4	13	Christopher Armstrong, Oakville, Ont.
36,996	Agile	Halifax	Schr—Glt	1861	Lunenburg, N.S	54 6	16 4	6 9	27	James A. Coolen, East Dover, N.S.
36,146	Agility	Arichat	"	1858	Port Medway, N.S.	75 6	21 8	8 2	72	Isidore Porrier, West Arichat, N.S.
112,036	Aglaée	Quebec	"	1902	Grandes Bergeronnes, Que.	54 9	16 2	5 8	37	Cyrille Levesque, Green Island, Que.
112,376	Agnes	Arichat	"	1902	Scatterie Island, N.S.	39 5	10 7	6 1	15	Patk. Waddin, Scatterie Island, N.S.
85,660	Agnes	Halifax	"	1877	Chezetcook, N.S	34 0	12 7	5 1	11	Jacob Lapierre, Chezetcook, N.S.
121,700	Agnes, E	Yarmouth	Sloop	1904	Cape Island, N.S	31 0	11 8	6 0	10	Wm Macdonald, Canso, N.S.

116,492	Agnes G. Donahoe..	Lunenburg	Schr—Glt . .	1903	Lunenburg, N.S	96 8	24 8	10 0	99	Sprott Balcom, *et al.*, Victoria, B.C.
78,046	Agnes Hudson	Richibucto..	"	1880	Richibucto, N.B........	31 8	12 6	4 2	9	R. T. Holman, Summerside, P.E.I.
116,898	Agnes M	Yarmouth	Sloop....... ...	1905	Tusket Wedge, N.S.....	37 0	11 6	6 5	11	I. Doucette, M. O., Tusket Wedge, N.S.
107,067	Agnes May.........	St. John, N.B .. .	Schr—Glt	1898	Musquash, N.B....	79 1	27 8	6 6	92	Andrew Malcolm, St. John, N.B.
111,641	Agnadilla	Lunenburg	"	1901	Lunenburg, N.S........	94 6	24 9	9 8	100	Freeman Anderson, Lunenburg, N.S.
107,953	Ahava..	"	"	1900	Lunenburg, N.S	87 8	23 9	9 4	85	Wm. C. Smith, *et al.*, Lunenburg, N.S.
90,533	Aid	Prescott..	Barge—Chd	1885	Montreal, Que..	153 2	24 4	11 7	368	Treffle Rondeau, Lanoraie, Que.
85,511	Aileen.....	Toronto	Sloop....... ...	1882	Toronto, Ont	65 0	11 8	8 3	25	Robt. Myles, Toronto, Ont.
72,817	Ainoko............	Victoria...........	Schr—Glt	1891	Yokohama, Japan	75 5	21 8	7 7	75	Victoria Sealing Co., Ltd., Victoria, B.C.
64,970	Alabama	Quebec......... ..	Barge—Chd	1871	Grande Bay, Saguenay, Que.	100 2	21 6	8 5	151	John Torrance, Montreal, Que.
111,528	Alart.............	Digby.........	Sloop	1901	Cape St. Mary's, N.S ...	35 0	11 0	4 2	11	Stephen A. Doucette, *et al.*, Cape St. Mary's, N.S.
117,096	Alaska............	Arichat	Schr—Glt	1906	Sampsonville, N.S.....	34 5	11 3	4 9	10	Angus Morrison, Glace Bay, N.S.
77,897	Alaska.......	Sackville	"	1884	Sackville, N.B........ .	94 0	29 9	8 5	118	J. N. Pugsley, Parrsboro', N.S.
64,512	Alba..............	Arichat............	"	1871	St. John, N.B..	87 4	26 3	9 4	157	John W. Hayes, Holbrook, G.B.
100,243	Alba.	Halifax............	Sloop	1894	Shelburne, N.S	36 5	9 3	3 8	5	James Fraser, Halifax, N.S.
85,974	Alba......	St. John, N.B	Schr—Glt . .	1882	Waterborough, N.B....	83 4	27 0	7 2	92	Robert Newcombe, Parrsboro', N.S.
112,341	Albani	Liverpool	" . ..	1902	Liverpool, N.S.........	126 0	29 9	11 0	249	L. B. Currie, *et al.*, West Dublin, N.S.
85,777	Albani	Montreal....	Sloop....	1883	Yamaska, Que.	107 5	22 6	7 4	159	H. F. Cumming, Cornwall, Ont.
103,081	Albatross	Chatham, N.B.... .	Schr—Glt	1894	Shippegan, N.B.........	35 3	12 3	5 1	13	T. Ahier, Shippegan, N.B.
100,846	Albatross	Lunenburg.........	"	1894	Mahone Bay, N.S.......	44 4	15 7	6 4	26	J. Arsenault, Little Bras d'Or, N.S., and John Pyn, North Sydney, N.S.
75,633	Albatross....	St. Catharines.. ...	"	1871	Port Dalhousie, Ont.....	136 0	26 3	11 9	317	The Midland Towing & Wrecking Co., Ltd., Midland, Ont.
92,371	Albatross	St. John, N.B	"	1881	Greenwich, N.B	60 3	19 2	5 2	45	F. E. Walton, Greenwich, N.B.
103,873	Albert....	Montreal	"	1897	Yamaska, Que.	109 4	23 1	7 1	147	H. E. Larkin and A. Sangster, Iroquois, Ont.
112,000	Albert D. Mills ...	Annapolis Royal	"	1903	Meteghan River, N.S...	139 5	32 0	11 7	326	F W. Pickels, M.O., Annapolis Royal, N.S.
100,378	Albert P..........	Sydney	"	1892	New Harris, N.S..	69 5	19 8	7 1	60	Peter Porrier, West Arichat, N.S.

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112,156	Albert W	Chatham, N.B.	Schr—Glt	1902	Miscou Head, N.B.	33 6	12 9	4	10	W. S. Loggie Co., Ltd., Chatham, N.B.
100,586	Alberta	Montreal	Barge—Chd	1892	Yamaska, Que	136 2	27 4	11 2	262	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
100,179	Alberta	"	"	1891	Kingston, Ont	163 5	23 2	10 2	314	Montreal Transportation Co., Ltd., Montreal, Que.
107,381	Alberta	Ottawa	Scow—Chd	1898	Ottawa, Ont	40 5	12 2	2 0	6	Jas. Cunningham Wright, Hull, Que.
107,644	Albertha	Lunenburg	Schr—Glt	1899	La Have, N.S.	86 9	24 2	9 5	94	T. J. Clarke, Halifax, N.S.
54,227	Alberton	Halifax	Schr—Glt	1866	Cascumpec, P.E.I.	53 7	16 5	6 4	30	Michael Wells, Guysboro', N.S.
92,533	Albina	Montreal	Barge—Chd	1887	Sorel, Que	110 9	22 8	8 8	180	G. F. Benson and J. D. Reid, J. O., Cardinal, Ont.
94,625	Albion	Ottawa	"	1888	Rockland, Ont	110 0	22 8	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112.266	Albya	Montreal	Sloop	1902	Pierreville, Que	162 3	23 0	7 2	123	Edmond Lizotte, St. Thomas de Pierreville, Que.
107,657	Alcæa	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	97 7	25 4	9 6	99	Alexander Knickle, Lunenburg, N.S.
74,284	Alcé	Quebec	Barge—Chd	1875	Yamaska, Que	93 8	22 0	6 1	90	E. Paul, Sorel, Que.
103,968	Alcide	Montreal	Sloop	1897	Pierreville, Que	82 2	19 0	5 1	65	Leopold Beauchemin, Notre Dame de Pierreville, Que.
116,235	Alcyone	Digby	Schr—Glt	1904	Shelburne, N.S.	78 0	19 2	8 0	52	Howard Anderson, M. O., Digby N.S.
112,287	Alda	Digby	"	1902	Apple River, N.S.	27 0	10 5	6 0	11	Mark Shannon and D. A. McAdam, St. John, N.B.

112,115	Aldine	Lunenburg	"	1903	La Have, N.S	92 9	24 5	9 4	99	Albert V. Conrad, La Have, N.S.
88,595	Aldine	St. Andrews	"	[illegible] 1884	Belliveau's Cove, N.S.	131 0	29 5	12 8	299	Wm. A. Carson, *et al.*, St. Andrews, N.B.
90.736	Alert	Port Hawkesbury	Schr—Glt	1879	Little Harbour, N.S.	31 6	12 3	4 7	11	Wm. A. Keating, Port Mulgrave, N.S.
94,823	Alert	Weymouth	"	1889	Gilbert Cove, N.S.	108 0	26 8	12 0	229	G. J. Howatson, New York, N.Y., U.S.A.
80,640	Alert	Yarmouth	"	1877	Chebogue, N.S	31 5	11 0	4 2	8	Benj. Davis, Yarmouth, N.S.
...	Alexander	St. Catharines	"	1857	Port Dalhousie, Ont.	134 0	23 0	11 0	351	Bryce Muir, Port Dalhousie, Ont.
74,046	Alexander	Sydney	"	1877	Little Narrows, N.S.	75 2	22 3	8 3	78	Paul Fougere, Poulamond, N.S.
72,671	Alexander	Victoria	"	1876	Port Essington, B.C.	170 0	27 2	12 5	189	Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
79,920	Alexander Black	Dorchester	Bk—Bq	1891	Harvey, N.B	165 8	34 9	13 3	575	Wm. A. Black, Dorchester, N.B.
116,748	Alexander R.	Halifax	Schr—Glt	1905	Liscomb, N.S.	71 2	19 8	9 0	75	James A. Farquhar, Halifax, N.S.
112.107	Alexandra	Lunenburg	"	1903	Lunenburg, N.S.	93 2	24 4	9 6	93	Freeman Anderson, Lunenburg, N.S.
107,608	Alexandra	Weymouth	"	1901	Weymouth Bridge, N.S.	105 0	27 8	9 8	178	Thomas C. Rice, Weymouth Bridge, N.S.
...	Alexina	Montreal	Barge—Chd	1873	Lachine, Que	85 2	22 0	7 0	97	G. Mattayez, Lachine, Que.
83,258	Alfred	Digby	Schr—Glt	1883	Granville, N.S.	47 4	16 3	6 5	29	John Daley, Digby, N.S.
103,343	Alfred	Montreal	Sloop	1895	Yamaska, Que	125 4	26 4	10 8	266	Edwardsburgh Starch Co., Ltd., Montreal, Que.
80,694	Alfred	"	"	1881	"	110 0	22 3	7 7	165	R. Bickerdike and R. Ironside, Montreal, Que.
77,577	Alfred Demers	"	Sloop	1878	Three Rivers, Que	105 0	22 5	7 6	131	The Minister of Public Works, Ottawa, Ont.
94,878	Alfred R. Davison	"	Barge—Chd	1885	Whitehall, N.Y., U.S.A	97 4	17 6	7 0	99	Amedée Mallette, Rigaud, Que.
122,096	Alfreda	Yarmouth	Sloop.	1905	Barrington, N.S.	30 0	11 0	6 0	11	Peter Nickerson, Cape Island, N.S.
100.489	Algoma	Lunenburg	Schr—Glt	1892	Dublin Shore, N.S.	62 6	20 8	8 1	56	W. J. Publicover, *et al.*, Dublin Shore, N.S.
111,647	Alhambra	"	"	1901	Mahone Bay, N.S	88 2	24 5	9 6	90	Thomas Hamm, Lunenburg, N.S.
77,549	Alice	Amherst, N.S	"	1879	Parrsboro' N.S.	37 0	11 5	4 4	8	W. B. Manning, Parrsboro', N.S.
71,302	Alice	Charlottetown	"	1881	Rexton, N.B.	37 0	12 0	4 7	10	Alex. McArthur, Lot 14, P.E.I.
100.984	Alice	Chatham, N.B	"	1888	Caraquet, N.B.	35 0	12 5	4 8	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
111,843	Alice	"	"	1901	Shippegan, N. B	73 2	18 4	8 8	66	Wm. Fruing & Co., Ltd., Jersey.

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90,866	Alice	Halifax	Schr—Glt	1885	La Have, N.S	36 0	11 4	4 4	12	James Hemlow, jr., Liscomb, N.S.
103,206	Alice	Liverpool	"	1896	Port Mouton, N.S	56 5	18 7	7 6	42	Jas. Lohnas, *et al.*, La Have, N.S.
100,712	Alice	Montreal	Sloop	1893	Yamaska, Que	109 6	22 9	9 6	186	Adolf Lomer, Montreal, Que.
92,776	Alice	New Westminster	"	....	Mud Bay, B.C	32 6	10 5	3 0	9	Donald Urquhart, Vancouver, B.C.
103,440	Alice	Ottawa	Barge—Chd	1890	Buckingham, Que	63 4	14 9	3 4	30	O. M. Harris, Buckingham, Que.
100,382	Alice	Sydney	Schr—Glt	...	Burgeo, Nfld	37 6	12 0	5 3	10	Wm. Hunt, Sydney, N.S.
100,561	Alice	"	"	1892	Lunenburg, N.S	120 7	25 8	12 9	248	Dominion Coal Co., Ltd., Montreal, Que.
75,612	Alice	Yarmouth	"	1877	Shelburne, N.S.	43 0	15 7	6 8	17	J. J. Duffy, Saulnierville, N.S.
107,313	Alice A	Halifax	"	1899	Grand Desert, N.S	42 0	13 5	5 8	16	W. McPherson, Pope's Harbour, N.S.
74,085	Alice Butt	"	"	1876	Bay St. George, Nfld	50 0	18 3	7 6	40	Nathaniel Butt, Bay St. George, Nfld.
85,375	Alice E. L	"	"	1882	Moser's River, N.S.	63 4	20 9	7 7	59	James T. Thomson, Halifax, N.S.
111,738	Alice Gertrude	Lunenburg	"	1902	La Have, N.S	83 4	22 3	9 4	81	The Canada Sealing Co. Ltd., Halifax, N.S.
107,992	Alice J. Davis	Canso	"	1899	Canso, N.S.	44 0	14 8	7 1	20	Edward Hearn. Canso, N.S.
116,657	Alice M	Yarmouth	"	1904	Pubnico, N.S.	52 0	16 6	7 5	26	Geo. Phillips and E. K. Spinney, Yarmouth, N.S.

121,801	Alice M. Atwood	Yarmouth	Sloop	1904	Clark's Harbour, N.S.	30 0	10 6	6 0	10	D. A. Atwood, Clark's Harbour, N.S.
103,279	Alice Maud.	Chatham, N.B	Schr—Glt	1895	Caraquet, N.B.	36 0	12 0	4 4	10	Fabien Arsenault, Tignish, P.E.I.
64,550	Alice Maud	St. John, N.B	"	1871	St. John, N.B	43 0	16 4	5 4	25	Wm. Langwith, Minudie, N.S.
96,955	Alice Maud	"	"	1890	Greenwich, N.B.	86 0	27 9	7 5	120	N. C. Scott, *et al.*, St. John, N.B.
92,487	Alice Maude	Windsor, N.S.	"	1884	Grand Manan, N.B.	32 0	11 0	6 0	12	John F. Paul, Hall's Harbour, N.S.
88,456	Alice May	Arichat	"	1888	Port Hawkesbury, N.S.	54 1	18 6	6 7	39	Wm. LeVesconte, Descouse, N.S.
88,270	Alice May	St. John, N.B.	"	1884	Musquash, N.B.	35 3	12 5	5 0	10	Isaac H. Northup, St. John, N.B.
90,660	Alice May	Yarmouth	"	....	Vinalhaven, Me., U.S.A.	46 5	15 4	5 7	18	Chas. Teed, Freeport, N.S.
....	Alice Pacy	Montreal	Barge—Chd	1871	Montreal, Que.	115 8	25 0	9 2	240	G. M. Miller and J. G. B. Jones, Montreal, Que.
90,719	Alice Phoebe	Halifax.	Schr—Glt	1886	Ship Harbour, N.S.	62 0	20 5	9 4	71	David J. Burns, Sonora, N.S.
77,725	Alice and Nellie	Digby	"	1878	Freeport, N.S	50 6	17 3	6 2	30	A. T. Thurber, *et al.*, Freeport, N.S.
100,739	Alida A.	Windsor, N.S.	"	1894	Cambridge, N.S.	27 9	9 4	3 4	4	S. J. Smith, jr., Cheverie, N.S.
97,194	Alika	Chatham, N.B.	"	1891	Shippegan, N.B.	37 5	12 2	4 6	12	L. Paulin, Shippegan, N.B.
100,857	Alix.	Quebec	"	1893	Montmagny, Que.	32 8	12 8	5 6	13	J. A. Martin, Rimouski, Que.
103,731	Alkaline.	Parrsboro'	Bk—Bq	1897	Parrsboro', N.S.	173 6	37 1	17 2	626	Alex. Harrison, Philadelphia, Pa., U.S.A.
74,410	Alliance	Chatham, N.B.	Bgtn—Bkglt.	1877	Shippegan, N.B.	90 0	19 5	11 4	99	Wm. Fruing & Co., Ltd., Jersey.
78,034	Alliance	Chatham, Ont.	Schr—Glt	1867	Port Dover, Ont.	47 0	16 8	5 0	33	Arnold Winegardin, Chatham, Ont.
36,176	Alliance	Liverpool	"	1858	Petite Rivière, N.S.	56 2	17 9	7 5	40	C. H. Innes, Liverpool, N.S.
103,478	Allie I. Alger	Victoria	"	1886	Seattle, Wash., U.S.A.	76 0	25 0	8 5	75	John Kingsman, Victoria, B.C.
112,391	Allumet	Ottawa	Scow—Chd	1902	Ottawa, Ont.	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
103,769	Alma	Chatham, N.B.	Schr—Glt	1894	Caraquet, N.B.	34 5	12 0	4 4	11	John B. Sirois, Caraquet, N.B.
112,162	Alma	"	"	1903	Lameque, N.B.	38 0	13 0	5 6	12	Agapit Duguay, Lameque, N.B.
92,554	Alma	Montreal	Sloop	1881	Sorel, Que.	85 3	19 6	4 1	47	J. Daneau, St. François du Lac, Que.
85,755	Alma	Quebec.	Schr—Glt	1882	St. Jean Port Joli, Que.	31 2	11 0	4 3	9	Pierre Bernier, L'Assomption de Macnider, Que.
73,038	Alma	"	Barge—Chd	1866	Batisean, Que.	71 5	20 0	5 1	48	P. Carrier, Boucherville, Chambly Co., Que.

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107,221	Alma	Quebec	Sloop	1897	St. Siméon, Que	34 4	13 0	4 2	11	Henri Simard, St. Andre de Kamouraska, Que.
107,550	Alma	St. John, N.B	Schr—Glt	1898	Cambridge, N.B	73 0	24 7	6 5	70	John E. Moore, St. John, N.B.
107,357	Alma	Sydney	"	1898	Aspy Bay, N.S	52 9	18 1	5 5	34	G. Burton, Aspy Bay, N.S.
103,867	Alma II	Quebec	"	1898	Ship Harbour, N.S	53 8	16 4	6 8	32	A. H. Simard, St. Paul's Bay, Que.
85,404	Alma L. Gertie	Magdalen Islands	"	1906	Grindstone, Que	63 3	18 9	7 6	43	Azade Arseneau, Grindstone, M.I., Que.
112,105	Alma Nelson	Lunenburg	"	1902	Lunenburg, N.S	94 6	25 0	10 0	99	David Backman, *et al.*, Lunenburg, N.S.
48,198	Almanda	Quebec	"	1864	St. Thomas, Que	74 0	24 8	9 1	98	Jos. Bergeron, Les Eboulements, Que.
74,266	Almanda	"	"	1876	Cap St. Ignace, Que	60 5	19 0	6 6	41	J. Bouchard, Malbaie, Que.
103,763	Alouette	Chatham, N.B	"	1896	Caraquet, N.B.	36 0	11 6	4 8	10	Thos. Ahier, Shippegan, N.B.
88,598	Alph. B. Parker	Digby	"	1885 1906	Tusket Wedge, N.S. Belliveau's Cove, N.S.	67 0	19 1	6 7	45	Raymond J. Deveau, Mavilette, N.S.
77,544	Alpha	Arichat	"	1878	Wallace, N.S	58 2	19 0	6 9	42	Wm. LeVesconte, Descouse, N.S.
100.364	Alphonse Pierre	Quebec	"	1891	Bon Desir, Que	52 6	17 0	5 8	29	Henri St. Gelois, Mille Vaches, Que.
122,133	Alter C.	Yarmouth	Sloop	1906	Clyde, N.S	30 0	10 6	6 0	10	John Y. Smith, Port La Tour, N.S.
100,617	Altona	Shelburne	Schr—Glt	1894	Sable River, N.S	47 1	16 2	7 2	28	Austin Swansburg, *et al.*, Little Harbour, N.S.

94,842	Alzora	Windsor, Ont.	Scow—Chd.	1890	Belle River Ont.	65 0	18 0	3 8	43	Louis Thibert, Belle River, Ont.
116,217	Amable	Quebec	Sloop	1901	Montmagny, Que.	53 6	20 8	5 0	33	Amable Fournier, Montmagny, Que.
107,344	Amanda	Yarmouth	Schr—Glt	1901	Pubnico, N.S.	41 0	12 4	5 0	15	Henry A. Amiro, Pubnico, N.S.
92,374	Amanda S.	St. John, N.B.	"	1887	Rexton, N.B.	54 3	17 9	4 8	24	W. C. Derry, Dover, N.B.
74,270	Amarilda	Quebec	Schr—Glt	1876	Ste. Luce, Que.	45 9	14 9	5 8	24	C. Vezina, St. Michel de Bellechasse, Que.
100,810	Amateur	Victoria	"	1892	Seattle, Wash., U.S.A.	43 5	15 3	5 9	18	C. Gibson, Nitinat, B.C.
83.176	Amazon	Lunenburg	"	1882	Lunenburg, N.S.	70 6	23 3	8 5	73	M. V. Girouard and T. T. Leblanc, Buctouche. N.B.
112.101	Ambition	"	"	1902	La Have, N.S.	95 8	26 0	10 2	100	A. Himmelman, *et al.*, La Have, N.S.
97,196	Amelia	Montreal.	Sloop	1890	Yamaska, Que.	104 3	22 9	7 1	108	O. Desrosiers, Yamaska, Que.
107.311	America	Halifax	Schr—Glt	1898	Shelburne, N.S.	75 0	20 5	9 4	57	James Hanrahan, Ferguson's Cove, N.S.
107.807	America	St. John, N.B.	Sloop	1896	Grand Manan, N.B.	40 6	13 7	5 4	16	John W. Thurber, Freeport, N.S.
94,892	Americo	New Westminster	Schr—Glt	1887	Nanaimo, B.C.	48 0	14 3	3 3	32	Bernard Buck, Vancouver, B.C.
59.372	Amos M. Holt	Digby	"	1876	St. Patrick, N.B	53 0	19 3	6 0	33	David R. Graves, Granville, N.S.
99,432	Ancenis	Yarmouth	Ship	1892	Greenock, G.B.	257 0	39 0	22 7	1700	The Ship Ancenis Co., Ltd., Liverpool, G.B.
103,071	Anglesea	Chatham, N.B.	Schr—Glt	1893	Caraquet, NB.	36 2	13 4	5 1	12	H. LeBouthillier, Caraquet, N.B.
71,213	Anglo-Saxon	Sarnia	"	1864	Port Dalhousie, Ont.	133 8	26 0	11 3	253	Executors of the Estate D. D. Calvin, Kingston, Ont.
107.705	Anglo-Saxon.	Toronto	House boat.	1898	Penetanguishene, Ont.	58 0	22 0	3 0	180	David Davidson, Penetanguishene, Ont.
85,482	Angola	Liverpool	Schr—Glt	1883	Jordan River, N.S.	82 4	22 2	8 7	94	Chs. Brister, Halifax, N.S.
116,522	Anita	Lunenburg	"	1905	Lunenburg, N.S.	48 6	13 5	6 1	16	S. Winters, M.O , Rosebay, N.S.
107.803	Anita	St. John, N.B	Sloop	1896	St. Andrews, N.B.	32 6	12 0	5 0	10	Isaac Treecartin, Grand Manan, N.B.
122,093	Anita	Yarmouth	"	1905	Surette's Island, N.S.	30 0	11 0	6 0	11	Agustin Bourque, Tusket, N.S.
52.082	Anna.	Annapolis Royal	Schr—Glt	1865	Wilmot, N.S.	74 8	24 4	8 9	88	J. Brown, Port George, N.S.
92.419	Anna.	Chatham, N.B.	"	1889	Shippegan, N.B.	34 7	12 2	5 0	12	Dosithé Chiasson, Shippegan, N.B.
103,073	Anna	"	"	1892	"	35 2	12 8	5 0	11	Luke Friolet, Caraquet, N.B.
103,244	Anna	Montreal	Sloop	1890	Yamaska, Que.	93 0	21 4	5 6	76	Zotique LeBrun, St. Aime, Que.

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69,579	Anna	Quebec	Schr—Glt	1865	Chicoutimi, Que	40 5	13 5	5 5	18	Mrs. H. Brassard, Malbaie, Que.
103,837	Anna	"	"	1896	Grondines, Que	103 2	24 6	8 8	138	T. Rivard, Grondines, Que.
100,137	Anna B	Winnipeg	Barge—Chd	1892	Kenora, Ont	43 2	22 2	5 1	14	Angus McKinnon, Kenora, Ont.
77,772	Anna E. Foster	Goderich	Schr—Glt	1877	Cheboygan, Mich., U.S.A	66 0	17 0	6 6	39	W. Foster, Owen Sound, Ont.
117,028	Anna F	Sydney	Sloop	1905	Ingonish, N.S	37 0	12 4	6 3	14	J. Brewer and J. Hawley, Ingonish, N.S.
103,275	Anna Helen	Chatham, N.B	Schr—Gilt	1894	Tracadie, N.B	38 5	12 9	5 0	12	Jos. Williston, Chatham, N.B.
80,093	Anna K	St. John, N.B	"	1881	Greenwich, N.B	40 4	13 3	5 8	14	George H. Gibson, Margaretsville, N.S.
103,453	Anna Maud	Arichat	"	1892	Georgetown, P.E.I	34 2	13 7	4 6	10	R. H. Munroe, Whitehaven, N.S.
88,511	Annabell	Sydney	"	1883	Ingonish, N.S	33 7	13 8	6 0	11	George H. Murray, North Sydney, N.S.
112,146	Annandale	Kingston	House boat	1903	Rockport, Ont	62 6	22 2	1 2	76	Miss Violet Richardson, New York, N.Y., U.S.A.
80,768	Anne Prudence	Quebec	Schr—Glt	1881	Cap St. Ignace, Que	41 5	14 7	6 2	24	Joseph Tremblay, Chicoutimi, Que.
92,759	Annette	"	"	1889	Anse St. Jean, Que	42 0	15 0	6 4	21	M. Blais, jr., Rivière Romaine, coast of Labrador.
57,260	Annie	Arichat	"	1867	La Have, N.S	70 0	22 0	8 8	68	Edward J. LeBlanc, West Arichat N.S.
75,888	Annie	Charlottetown	"	1880	Pictou, N.S	43 3	16 4	5 6	22	J. B. Sundby, Port Elgin, N.B.

72,081	Annie	Chatham, N.B.	Schr—Glt	1875	Richibucto, N.B.	41 3	13 8	4 7	13	John P. Brennan, Alberton, P.E.I.
71,106	Annie	Chatham, Ont	"	1853	Swan Creek, U.S.A.	55 4	16 6	4 4	30	P. Demers and M. Thibeau, Dover East, Ont.
88,219	Annie	Halifax	"	1874	Lunenburg, N.S.	41 0	13 2	5 5	15	George H. Graham, Three Fathom Harbour, N.S.
103,507	Annie	"	"	1894	Mahone Bay, N.S.	39 0	12 6	5 6	16	Joshua Hutt, M.O., Alberton, P.E.I.
....	Annie	Montreal	Barge—Chd	1869	Williamstown, Ont.	121 1	22 9	7 6	185	Ernest Templier, Montreal, Que.
94,897	Annie	New Westminster	Sloop	1889	Vancouver, B.C.	31 0	10 0	5 0	9	Hudson's Bay Co., London, G.B.
69,956	Annie	Port Hawkesbury	Schr—Glt	1874	Margaree, N.S.	38 0	14 0	6 0	19	Isaac Murray, Halifax, N.S.
80,886	Annie	St. Andrews	"	1881	St. Andrews, N.B.	68 0	18 1	6 2	41	James D. Ells, Kingsport, N.S.
103,061	Annie	Yarmouth	"	1895	Salmon River, N.S.	77 6	25 0	6 5	71	Ben. Gullison, Salmon River, N.S.
83,030	Annie	Wallaceburg	Barge—Chd	1883	Dresden, Ont.	96 0	24 0	4 7	70	Asa Ribble, Dresden, Ont.
92,699	Annie	Winnipeg	"	1889	Norman, Ont.	59 0	14 4	5 7	30	The Ontario & Western Lumber Co., Ltd., Kenora, Ont.
112,388	Annie Amelia	Sydney	Schr—Glt	1903	Ingonish, N.S.	40 5	12 5	6 4	13	Matthew Hawley, Ingonish, N.S.
111,422	Annie B	Halifax	"	1901	Port Felix, N.S.	49 2	16 4	7 7	26	Benjamin Boudrot, Port Felix, N.S.
111,879	Annie B	Yarmouth	Sloop	1902	Pubnico, N.S.	41 0	14 9	6 6	20	Theod. D'Entrement, Pubnico, N.S.
116,344	Annie B. M.	Arichat	Schr—Glt	1903	L'Ardoise, N.S.	44 6	13 3	6 0	18	Hilaire Samson, Petite de Grat, N.S.
103,027	Annie Blanche	Parrsboro'	"	1895	Parrsboro', N.S.	68 7	22 3	7 1	68	Leonard A. Rowe, Parrsboro', N.S.
72,978	Annie Coggins	Digby	"	1876	Freeport, N.S	67 7	18 0	8 4	22	Thos. Milner, *et al.*, Granville, N.S.
71,261	Annie Cuthbert	Cobourg	Sloop	1874	Cobourg, Ont.	55 4	17 4	7 2	36	Alex. Cuthbert, Cobourg, Ont.
80,627	Annie D	Shelburne	Schr—Glt	1881	Pubnico, N.S.	72 8	23 0	7 9	71	John Hipson, M.O., Shelburne, N.S.
90,731	Annie E. Paint	Victoria	"	1885	Port Hawkesbury, N.S.	77 0	24 1	9 2	82	Victoria Sealing Co., Ltd., Victoria, B.C.
90,487	Annie Eliza	Halifax	"	1880	Jeddore, N.S.	35 3	14 3	5 6	14	Arthur Day, Jeddore, N.S.
117,024	Annie Ethel	Sydney	"	1905	Gabarouse, N.S.	62 0	19 6	7 8	51	Geo. Harris, Louisburg, N.S.
100,389	Annie F	"	"	1895	Main-à-Dieu, N.S.	37 4	13 0	5 2	13	John Farrell, Main-à-Dieu, N.S.
75,827	Annie G	Halifax	"	1878	Indian Harbour, N.S.	58 8	18 5	8 0	38	J. Rogers, Fortune, Nfld.
92,506	Annie G	St. Andrews	"	1876	West Isles, N.B.	30 0	10 9	6 3	10	Stephen Mitchell, Campo Bello, N.B.

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85,981	Annie Gale........	St. John, N.B.. ...	Schr—Glt	1882	Waterborough, N.B.....	77 8	26 4	7 0	97	Stephen B. Kelly, River Hebert, N.S.
111,524	Annie Laurie.	Digby.	Sloop	1900	Freeport, N.S....	28 2	11 0	5 5	10	Stephen Perry, Freeport, N.S.
61,595	Annie Louisa.....	Halifax............	Schr—Glt	1876	Jordan River, N.S......	56 6	20 0	7 5	40	M. Williams, Musquodoboit Harbour, N.S.
117,134	Annie Lue..........	Yarmouth..........	Sloop	1904	Shelburne, N.S....... ..	33 0	11 4	6 0	10	J. M. Crowell, M.O., Port La Tour, N.S.
112,021	Annie M...........	Canso..............	Schr—Glt	1903	Queensport, N.S........	48 0	15 8	8 5	29	John O'Leary, Queensport, N.S.
107,766	Annie M..........	Charlottetown......	"	1902	Mininigash, P.E.I.....	35 6	13 9	6 1	20	Henry Perry, Palmer Road, P.E.I.
100,960	Annie M........ .	Chatham, N.B......	"	1890	Shippegan, N.B.........	36 2	12 3	4 8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
107,069	Annie M......	St. John, N.B.......	Sloop..........	1897	St. John, N.B..........	42 2	14 3	4 0	18	Edward McGuiggan, jr., St. John, N.B.
91,696	Annie M. Sproul....	Digby..	"	1878	U.S.A......	75 0	20 7	7 6	70	The C. Robin Collas Co., Ltd., Halifax, N.S.
111,737	Annie M. W	Lunenburg..... ...	Schr—Glt	1902	LaHave, N.S...........	90 4	24 3	9 3	98	Edgerton Ritcey, M.O., Riverport, N.S.
59,172	Annie McNairn....	Halifax......	" . . .	1868	Buctouche, N.B.........	128 6	30 7	12 8	368	Geo. E. Franklyn, Halifax, N.S.
103,463	Annie May.	Arichat	"	1899	River Bourgeoise, N.S ..	39 4	13 4	4 9	11	John J. Langley, Sunnyside, N.S.
111,472	Annie May..... ...	"	"	1900	Rockdale, N.S..........	44 5	11 2	7 0	17	J.E. Jean and W. G. Jean, Arichat, N.S.
111,526	Annie May........	Digby............	"	1900	Port Lorne, N.S........	28 0	11 3	5 8	11	David Sabeans, Port Lorne, N.S.

121,933	Annie May	Halifax	Schr—Glt	1906	Spry Bay, N.S.	48 5	14 3	7 6	24	John A. Gerrard, M. O., Spry Bay, N.S.
83,413	Annie Minnes	Port Hope	"	1867 1881	Portsmouth, Ont.	101 9	24 9	8 6	155	W. H. Braund, Port Hope, Ont.
100,512	Annie Pearl	Moncton	"	1892	Parrsboro', N.S.	56 2	17 8	6 4	40	J. W. Y. Smith. Moncton, N.B.
90,495	Annie S	Halifax	"	1885	Ship Harbour, N.S.	49 3	17 6	7 0	34	David A. Boudrot, Port Felix, N.S.
107,279	Annie Smith	Paspebiac	Bktn—Bkglt	1899	Liverpool, N.S	120 0	29 4	10 8	249	W. T. Smith, New Carlisle, Que.
121,890	Annie Smith	Yarmouth	Sloop	1906	Clyde, N.S	34 0	12 0	6 0	13	William L. Smith, Port LaTour, N.S.
90.622	Annie T. McKie	Charlottetown	Schr—Glt	1884	New London, P.E.I.	69 0	21 0	9 0	68	Joseph A. Hawes, Parrsboro', N.S.
80,992	Annie W	Guysboro'	"	1883	Wine Harbour, N.S.	37 5	11 0	4 4	10	Elijah Walters, Wine Harbour, N.S.
103,991	Annie & Lillie	St. Andrews	Sloop	1897	Grand Manan, N.B.	26 0	12 5	6 5	10	Joseph Hatt, Grand Manan, N.B.
90,655	Annina	Yarmouth	Schr—Glt	1886	Eel Brook, N.S.	40 4	13 0	4 3	12	Hilaire Bourque, Eel Brook, N.S.
......	Antelope	Hamilton.	"	1854	Port Robinson, Ont.	106 5	19 7	9 7	180	Joseph Glass, Sarnia, Ont.
64,720	Antelope	Port Hawkesbury	"	1874	Margaree, N.S.	48 5	16 0	6 0	24	Geo. D. McLeod, Broad Cove, N.S.
75,631	Antelope	Toronto	"	1873	Port Dalhousie, Ont.	138 6	26 3	11 4	334	Albert J. Foster and Amelia Ure, J.O., Toronto, Ont.
38,498	Appoline	Arichat	"	1868	River Inhabitants, N.S.	51 8	18 9	8 1	40	C. D. Terrio, Arichat, N.S.
100,671	April	Vancouver	Scow—Chd.	1888	Vancouver, B.C.	80 8	23 2	6 2	96	Gordon T. Legg, Vancouver, B.C.
92,474	Aquila	Charlottetown	Bgtn—Bkglt.	1888	Georgetown, P.E.I.	92 8	24 6	10 7	150	Wm. Sencabaugh, Georgetown, P.E.I.
74,205	Arab	Montreal	Barge—Chd	1876	Montreal, Que	122 9	26 9	7 5	204	D. Anderson, Montreal, Que.
100,987	Arabi	Chatham, N.B	Schr—Glt	1890	Shippegan, N.B	34 6	13 1	4 8	12	P. Rive, Caraquet, N.B.
117,750	Arabia	Lunenburg	"	1902	La Have, N.S	84 5	23 2	9 0	80	David Heisler, Lunenburg, N.S.
121,652	Arabia	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	33 0	10 6	6 0	10	Eloi J. Leblanc, M.O., Tusket Wedge, N.S.
....	Arabian	Montreal	Barge—Chd	1865	Yamaska, Que.	76 3	20 9	5 5	61	Narcisse Forcier, St. Aimé, Que.
38,355	Arbutus	Arichat	Schr—Glt	1852	Essex, Mass., U.S.A	64 0	19 9	7 0	44	Saml. Lawrence, Margaree, N.S.
107,182	Arclight	Charlottetown	"	1898	Souris, P.E.I.	91 0	27 5	8 8	103	Jas. Poole, Channel, Nfld.
....	Aretic	St. Catharines	"	1858	Port Dalhousie, Ont.	130 0	21 0	8 2	172	Catherine Sidley, Belleville, Ont.
100,612	Ardella	Shelburne	"	1892	Sand Point, N.S	27 6	12 0	5 6	10	Peter M. Crowe, Shelburne, N.S.

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69,143	Arequipa	Arichat	Schr—Glt	1875	New Dublin, N.S.	51 5	17 5	7 0	36	Isidore Poirier, West Arichat, N.S.
96,739	Argeline	Chatham, N.B.	"	1890	Caraquet, N.B.	37 0	13 0	5 4	14	O. Gionet, Caraquet, N.B.
103,085	Argentina	"	"	1894	"	37 4	13 3	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
121,698	Argo	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	32 0	11 0	6 0	10	James S. Gray, Yarmouth, N.S.
94,778	Argosy	Lunenburg	Schr—Glt	1888	Lunenburg, N.S	73 5	23 5	9 0	84	J. H. Beaver, Pleasant Harbour, N.S.
83,478	Argyle	St. Andrews	"	1880	Argyle, N.S	34 4	11 0	5 0	10	Andrew McGee, St. George, N.B.
111,762	Ariadne	Kingston	"	1901	Amherst Island, Ont.	57 6	14 5	4 0	23	John Eres, Kingston, Ont.
103,647	Ariadne	"	Sloop	1891	Cape Vincent, N.Y., U.S.A.	56 3	18 3	4 5	16	J. McIntosh, South Marysburg, Ont.
112,102	Ariadne	St. John, N.B	Schr—Glt	1902	PetiteRivière, N.S.	63 4	19 1	7 4	48	Holland D. Outhouse, Tiverton, N.S.
103,487	Ariadne	Victoria	Yawl—Yoie	1896	Esquimault, B.C.	46 8	15 2	7 0	23	T. E. Williams, Gloucestershire, G.B.
....	Ariel	Port Hope	Schr—Glt	1867	Quebec, Que	111 0	25 2	8 7	162	D. C. Strong, Goderich, Ont.
97,078	Ariel	St. John, N.B	Sloop	1894	Rothesay, N.B	27 0	10 8	4 4	7	R. Matthews, St. John, N.B.
88,612	Ariel	Victoria	Schr—Glt	1884	Bridgewater, N.S.	70 5	22 5	8 4	74	H. F. Bishop, Victoria, B.C.
90,870	Arietis	"	"	1887	Lunenburg, N.S	77 6	23 5	8 8	86	Victoria Sealing Co., Ltd., Victoria, B.C.

88,313	Arinda	Quebec	Sloop	1885	St. Thomas, Que	50 8	17 0	4 6	23	Hamilton Powder Co., Montreal, Que.
85,756	Aristile	"	Schr—Glt	1883	Natashquan, Que	40 8	15 2	6 1	19	Louis St. Hilaire, Baie St. Paul, Que.
112,314	Aritus	St. Andrews	Sloop	1902	Campo Bello, N.B	34 5	13 0	7 8	16	Ralph Colson, Campo Bello, N.B.
83,307	Arizona	Liverpool	Schr—Glt	1883	Port Medway, N.S	84 0	25 0	9 8	99	Jas. N. Wyle, Port Medway, N.S.
71,030	Arizona	Yarmouth	"	1876	Pubnico, N.S	81 9	22 6	8 8	85	L. D. D'Entrement, Pubnico, N.S.
72,957	Ark	St. Catharines	"	1875	Port Dalhousie, Ont.	175 6	35 6	10 4	521	The Montreal Lighterage Co., Ltd., Montreal, Que.
90,450	Ark	Winnipeg	Barge—Chd	1885	Kenora, Ont.	45 0	14 0	2 9	48	Patrick Nestor, M.O., Kenora, Ont.
116,499	Arkansas	Lunenburg	Schr—Glt.	1903	Lunenburg, N.S	99 6	26 0	10 0	111	John B. Young, *et al.*, Lunenburg, N.S.
100,587	Armand	Montreal	Barge—Chd	1892	Yamaska, Que	131 6	27 9	11 2	256	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83,339	Armenia	Ottawa	"	1881	Ottawa, Ont	110 3	22 2	7 6	142	T. H. Kirby and C. W. Bangs, J. O., Ottawa, Ont.
107,439	Arminta	St. Andrews	Sloop	1894	Digby, N.S	35 0	12 2	5 0	15	Judson L. Guptill, Grand Manan, N.B.
36,508	Arno	Liverpool	Schr—Glt.	1860	Petite Rivière, N.S	46 0	16 7	6 1	23	J. C. Sperry, Petite Rivière, N.S.
116,501	Arnold	Lunenburg	"	1904	La Have, N.S	94 6	25 0	10 0	99	Nathaniel Smith, M.O., Halifax, N.S.
107,913	Arnold B	St. Andrews	Sloop	1897	Church Point, N.S	29 0	11 3	4 6	10	Henry H. Cheney, Grand Manan, N.B.
121,695	Aroma S	Yarmouth	"	1904	Pubnico, N.S	34 0	11 4	6 0	10	L. C. Amiro, M. O., Pubnico, N.S.,
97,190	Arona	Windsor, N.S	Schr—Glt	1891	Newport, N.S	159 7	35 0	12 9	532	John D. Spurr, Deep Brook, N.S.
103,205	Aroostook	Lunenburg	"	1880	Essex, Mass., U.S.A	75 0	22 0	7 9	67	J. W. McLachan, *et al.*, Lunenburg, N.S.
85,694	Arrow	Chatham, N.B	"	1883	Bathurst, N.B	41 4	13 2	5 0	14	William Daly, Bathurst, N.B.
111,699	Arrow	Liverpool	"	1902	Liverpool, N.S	112 2	27 4	11 3	183	A. W. Hendry, Liverpool, N.S.
111,927	Arthur	Toronto	"	1873	Manitowoc, Wis., U.S.A	148 0	26 2	11 3	327	The Elias Rogers Co., Ltd., Toronto, Ont.
71,032	Arthur	Yarmouth	"	1876	Meteghan, N.S	47 5	16 7	5 7	22	Wesley Outhouse, Westport, N.S.
116,911	Arthur H. Wight	Lunenburg	"	1904	Liverpool, N.S	103 0	25 5	9 5	99	The Atlantic Fish Companies, Ltd., M.O., Lunenburg, N.S.
107,844	Arthur Hannah	Toronto	"	1899	Port Rowan, Ont.	47 5	16 0	4 6	22	Andrew Bow and John Gillian, J.O., Toronto, Ont.
85,299	Arthur P	Montreal	Barge—Chd	1882	Sorel, Que	116 5	24 3	8 7	182	Prosper Laplante, Lachine, Que.
94,886	Asia	"	"	1889	Pierreville, Que	107 0	23 3	9 6	179	Dolphin Hamel, St. Thomas de Pierreville, Que.

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107,436	Asthore	St. Andrews	Sloop	1899	Calais, Me., U.S.A.	15 8	6 3	1 6	1	W. B. Ganong, St. Stephen, N.B.
112,122	Atalaya	Lunenburg	Schr—Glt	1903	Lunenburg, N.S.	89 0	24 6	9 0	79	W. C. Smith & Co., Ltd., M. O., Lunenburg, N.S.
41,771	Atalia	Guysboro'	Schr—Glt	1858 1875	La Have, N.S.	50 0	16 8	6 9	34	John C. Bourinot, Port Hawkesbury, N.S.
103,372	Athabaska	Winnipeg	Barge—Chd	1891	Athabaska Landing, Alta.	51 6	12 8	3 1	18	The Hudson's Bay Co., London, G.B.
103,734	Athelia	Parrsboro'	Schr—Glt	1897	Moose River, N.S.	52 3	19 0	6 2	40	Wm. Caffill, Parrsboro', N.S.
121,895	Athlete	Shelburne	Sloop	1906	Shelburne, N.S.	38 0	13 0	5 7	13	John C. Cook, Grand Harbour, N.B.
103,495	Athlon	Lunenburg	Schr—Glt	1895	La Have, N.S	87 5	23 6	9 4	99	Wm. H. Bennett, Bay St. George, Nfld.
100,107	Athol	Parrsboro'	"	1891	Advocate, N.S	73 6	24 4	6 5	70	Daniel Desmond, Parrsboro', N.S.
121,870	Atlantic	Lunenburg	Schr—Glt	1906	LaHave, N.S.	72 4	22 5	9 0	81	Atlantic Fish Co., Ltd., M.O., Lunenburg, N.S.
77,601	Atlas	"	"	1878	"	64 4	20 0	7 9	52	Simon Naas, Lunenburg, N.S.
107,828	Atlas	Victoria	Barge—Chd	1882	Victoria, B.C	115 5	23 0	9 2	176	Pacific Barge Co., Ltd., Victoria, B.C.
116,921	Atlin	"	"	1904	White Horse, Y.T	58 0	18 0	4 0	34	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,996	Au revoir	St. Andrews	Sloop	1897	West Isles, N.B.	35 0	13 8	5 0	15	Fredk. S. Russell, Grand Manan, N.B.
83,433	Audacieux	Weymouth	Schr—Glt	1886	Meteghan River, N.S	79 7	23 4	9 0	99	L. J. Melançon, M.O., Port Gilbert, N.S.

111,557	Audley R.	St. Andrews	Sloop	1894	West Isles, N.B.	38 0	13 0	4 6	19	S. R. Watt, Grand Manan, N.B.
121,685	Augusta	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	34 0	11 0	6 0	11	L. D. Boudreau, M.O., Tusket Wedge, N.S.
107,603	Augusta Evelyn	St. John, N.B.	Schr—Glt	1900	Belliveau's Cove, N. S.	53 0	17 5	7 0	31	James Scovil, Grand Manan, N.B.
100,360	Auguste	Quebec	"	1890	St. Thomas, Que	67 5	21 4	5 6	49	Evan John Price, Quebec, Que.
96,919	Augustus	Kingston	"	1893	Garden Island, Ont.	177 5	39 6	15 0	302	The Montreal Transportation Co., Ltd., Montreal, Que.
97,134	Aurelia	Quebec	"	1886	Mille Vaches, Que	38 8	14 8	4 6	14	J. L. Fequet, Bonne Esperance, Coast of Labrador.
94,727	Aurelia	St. John, N.B	"	1889	Hall's Harbour, N.S	40 8	15 5	6 0	22	Chas. Watt, Grand Manan, N.B.
73,058	Aurélie	Quebec	Barge—Chd	1873	Yamaska, Que	102 4	22 2	7 5	127	Alexander Laplante, Lachine, Que.
88,645	Auriga	Charlottetown	Bk—Bq	1884	Bideford, P.E.I.	193 0	35 2	19 9	887	Ship 'Auriga' Co., Ltd., Liverpool, G.B.
55,891	Aurora	Port Hope	Schr—Glt	1867	Quebec, Que	125 0	26 2	10 5	234	Blind River Manfg. Co., Ltd., Sarnia, Ont.
90,795	Aurora	Victoria	"	1888	Mayne Island, B.C.	66 7	18 4	6 4	41	Victoria Sealing Co., Ltd., Victoria, B.C.
94,980	Aurore	Yarmouth	"	1890	Pubnico, N.S.	81 1	22 2	7 6	86	Edward Boswell and Allan McLean, Crapaud, P.E.I.
83,469	Austin P.	St. Andrews		1882	West Isles, N.B.	32 0	13 5	6 0	12	Chas. W. Stewart, West Isles, N.B.
94,791	Autumn Belle	Richibucto	"	1888	Richibucto, N.B.	37 2	13 4	5 0	15	John Robertson, Rexton, N.B.
107,903	Ava M.	St. Andrews	Sloop	1899	West Isles, N.B.	35 0	13 3	6 0	17	George A. Johnson, Grand Manan, N.B.
92,500	Avalon	Windsor, N. S	Schr—Glt	1888	Advocate, N.S	93 9	28 2	7 9	116	J. Willard Smith, St. John, N.B.
88,699	Avenue	St. John, N.B.	"	1885	Waterborough, N.B.	65 4	23 0	6 1	51	Wm. N. Durost, Cambridge, N.B.
103,745	Avis	Quebec	"	1896	La Have, N.S	85 9	24 3	9 4	100	Phid. Blouin, Quebec, Que.
111,504	Avis	St. John, N.B.	Sloop	1895	Perth Amboy, Me., U.S.A	31 0	8 3	2 9	4	W. R. Turnbull, St. John, N.B.
103,127	Avis C. Tobey	St. Andrews	"	1896	West Isles, N.B.	35 0	12 4	4 8	13	H. H. Bancroft, Grand Manan, N.B.
116,824	Avis Pauline	Barrington	Sloop	1903	Clark's Harbour, N.S.	31 6	11 9	5 4	12	Peter Kenney, Clark's Harbour, N.S.
100,578	Avon.	Halifax	Schr—Glt	1893	La Have, N.S	57 9	20 1	7 9	49	John Driscoll, Conception Harbour, Nfld.
103,216	Avon	Ottawa	Scow—Chd.	1890	Buckingham, Que.	50 0	14 4	4 3	16	George Bothwell, Buckingham, Que.
92,483	Avonia	Windsor, N.S.	Bk—Bq	1886	Horton, N.S.	229 0	42 0	24 0	1629	J. T. North, *et al.*, Horton, N.S.
75,643	Ayr	St. Catharines	Schr—Glt	1858	Port Dalhousie, Ont.	132 0	23 4	11 3	299	Alexander McArthur, Toronto, Ont.

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.....	Azov	Hamilton	Schr—Glt	1866	Wellington Square, Ont.	108 4	23 7	10 0	195	John McDonald, Goderich, Ont.
116,996	B	Ottawa	Barge—Chd	1903	Barry's Bay, Ont.	50 0	12 0	4 0	16	The Canada Corundum Co., Ltd., Toronto, Ont.
107,928	B. No. 1	New Westminster	"	1900	New Westminster, B.C.	73 0	28 0	6 0	123	The B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
121,674	B. No. 1	Vancouver	Scow—Chd.	1905	Vancouver, B.C.	80 0	30 0	8 0	169	A. R. Bissett, M.O., Vancouver, B.C.
111,601	B. No. 13	New Westminster	Barge—Chd	1891	New Westminster, B.C.	58 0	19 0	5 0	134	The B.C. Mills Timber & Trading Co., Ltd., Vancouver, B.C.
100,463	B. C.	Quebec	Schr—Glt.	1891	St. Thomas, Que.	37 4	12 6	5 0	15	E. Caron, Montmagny, Que.
107,719	B. K. C. 1	Vancouver	Scow—Chd.	1899	New Westminster, B.C.	52 0	12 3	3 7	21	Geo. W. Dawson, Vancouver, B.C.
107,720	B. K. C. 2	"	"	1899	"	52 0	12 3	3 7	21	" "
111,607	B. S. M. No. 7	New Westminster	Barge—Chd	1892	New Westminster, B.C.	64 0	20 0	6 0	64	The Brunette Sawmill Co., Ltd., New Westminster, B.C.
100,547	B. and C.	Digby	Sloop	1893	Deer Island, N.B.	40 0	15 0	7 0	14	Oscar Outhouse, *et al.*, Tiverton, N.S.
100,018	B. B. Hardwick	Annapolis Royal	Schr—Glt	1897	Clementsport, N.S.	96 5	28 2	9 0	123	Saml. Potter, Clementsport, N.S.
103,503	B. G. Anderson	Lunenburg	"	1896	Lunenburg, N.S.	85 2	23 6	9 3	95	Wm. Morrison, Bay St. George, Nfld.

66,681	B. K. Kelley	Halifax	Schr—Glt	1873	Argyle, N.S.	56 6	18 0	6 3	35	Leander Wallace, Halifax, N.S.
103,858	B. & B. Holland	″	″	1897	Duncan's Cove, N.S.	52 8	14 4	7 2	26	J. Holland, Duncan's Cove, N.S.
83,066	B. Donaldson	Ottawa	Barge—Chd	1881	Hull, Que.	111 2	22 5	7 8	162	John O'Toole, Ottawa, Ont.
38,501	B. Wier & Co.	Arichat	Schr—Glt	1869	L'Ardoise, N.S.	54 3	16 0	5 6	25	Baptiste Gerrior, Arichat, N.S.
50,717	Babineau & Gaudry	Quebec	″	1864	Grondines, Que.	95 5	23 5	9 8	156	Hiram Ives, Windsor, Ont.
107,780	Baden Powell	Chatham, N.B.	″	1900	Chatham, N.B.	82 7	23 3	9 0	97	W. S. Loggie Co., Ltd., Chatham, N.B.
111,412	Baden Powell	Lunenburg	″	1900	Lunenburg, N.S.	90 6	24 0	9 6	94	Baden Powell Sealing Co., Ltd., Halifax, N.S.
74,308	Bald Eagle	Yarmouth		1876	Short Beach, N.S.	40 2	15 3	5 2	14	A.O.H. Wilson, St. John, N.B.
103,347	Balmoral	Montreal	Barge—Chd	1894	Montreal, Que.	104 4	23 2	8 7	179	J. Gagnon, St. Henri, Que.
107,752	Baltic	Charlottetown	Schr—Glt	1847	Essex, Mass., U.S.A	75 2	19 6	8 1	64	J. J. Scrimgeour, Cardigan, P.E.I.
....	Baltic	Montreal	Barge—Chd	1873	Rivière du Loup, Que.	103 0	20 8	6 5	130	E. Lapointe. St. Henri, Que.
116,760	Baltic	Toronto	″	1856	Philadelphia, Pa., U.S.A	136 0	22 0	9 0	194	John Galna and R. W. Dauter, J.O., Parry Sound, Ont.
72,590	Bangalore	Kingston	Schr—Glt	1877	Kingston, Ont.	136 0	26 2	12 0	296	A. Rondeau, Lanoraie, Que.
....	Bangor	Montreal	Barge—Chd	1872	Pierreville, Que.	97 7	19 0	6 1	105	O. Paul Hus, Sorel, Que.
64,024	Banner	Digby	Bgtn—Bkglt.	1872	Port Gilbert, N.S.	85 3	23 5	9 0	132	St. Clair Jones, Weymouth, N.S.
72,069	Barbara Fritchie	Arichat	Schr—Glt	1866	Kennebunk, Me., U.S.A.	72 6	20 4	7 3	63	Jas. Byrne, St. Lawrence, Nfld.
103,501	Barcelona	Lunenburg	″	1896	LaHave, N.S.	84 9	24 3	9 3	99	W. J. and Geo. Borgal, Pleasant Harbour, N.S.
107,267	Barge No. 1	Ottawa	Barge—Chd	1898	Hull, Que	50 4	31 9	4 9	48	H. F. Cumming and J. B. McMillan, J.O., Cornwall, Ont.
107,268	Barge No. 2	″	″	1898	″	31 0	28 0	5 0	60	Wm. Lawlor, Hawkesbury, Ont.
107,269	Barge No. 3	″	″	1898	″	81 0	20 1	5 0	54	″ ″
107,270	Barge No. 4	″	″	1898	″	81 0	20 1	5 0	54	Contractors' Supply Co., Ltd., Ottawa Ont.
74,381	Bark Swallow	Toronto	Schr—Glt	1872	Port Credit, Ont.	42 4	11 5	4 0	14	J. H. Hill, M.O., Port Credit, Ont.
98,301	Baroda	Victoria	Ship	1891	Dumbarton, G.B	237 5	36 2	21 5	1353	James Dunsmuir, Victoria, B.C.
94,621	Barrington	Ottawa	Schr—Glt.	1887	Shelburne, N.S.	75 0	22 4	9 8	81	Minister of Marine and Fisheries Ottawa, Ont.
100,004	Bartholdi	Annapolis Royal	″	1891	Granville, N.S.	126 0	30 0	12 2	299	J. C. Thompson, Mobile, Ala., U.S.A.

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111,900	Basile	Weymouth	Schr—Glt	1906	Belliveau's Cove, N.S.	95 0	27 8	10 0	158	Benjamin Belliveau, M.O., Belliveau's Cove, N.S.
112,383	Basutoland	Liverpool	"	1870 1903	Bath, Me., U.S.A. Liverpool, N.S.	116 9	29 0	8 4	190	Reynolds Harrington, Sydney, N.S.
72,595	Bavaria	Kingston	"	1878	Garden Island, Ont.	145 0	26 1	12 5	361	Alex. Kidd, Sarnia, Ont.
97,188	Bay Queen	Digby	"	1891	Mount Denison, N.S	51 0	16 2	6 5	32	Austin Levy, Grand Harbour, N.B.
75,609	Bear River	"	"	1878	Bear River, N.S.	57 0	18 6	6 3	38	John H. Lent, *et al.*, Bear River, N.S.
116,828	Beatrice	Barrington	Sloop	1903	Clark's Harbour, N.S.	32 6	12 0	6 1	12	Frank A. Swim, Clark's Harbour, N.S.
97,077	Beatrice	Charlottetown	Schr—Glt	1893	Souris, P.E.I.	32 8	11 1	5 3	8	Wm. Burk, Bay Fortune, P.E.I.
85,345	Beatrice	Chatham, N.B.	"	1883	Lunenburg, N.S	74 4	25 6	8 4	79	Alfred Manley, Halifax, N.S.
117,752	Beatrice	"	"	1905	Elm Tree, N.B	65 0	19 0	7 5	51	N. Hilarion Roy, Elm Tree, N.B.
116,672	Beatrice	St. Andrews	Sloop	1897	West Isles, N.B	36 6	13 8	6 0	19	Henry Benson, Grand Manan, N.B.
100,194	Beatrice	Victoria	Barge—Cud	1891	Vancouver, B.C,	60 0	19 6	8 0	55	The Vancouver Portland Cement Co., Ltd., Victoria, B.C.
107,130	Beatrice L. Corkum	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	91 8	24 5	9 5	81	Joseph W. Peppett, North Sydney, C.B.
116,498	Beatrice S. Mack	"	"	1903	"	92 4	24 8	10 0	99	Wm. C. Smith, Lunenburg, N.S.
74,239	Beau Rosier	Montreal	Sloop	1875	St. Thomas, Que.	89 0	21 0	5 6	75	J. A. Bonin, Lanoraie, Que.

66,075	Beauport	Montreal	Barge—Chd	1873	Point Lévis, Que	145 6	29 3	9 9	334	J. E. Robillard, Montreal, Que.
66,080	Beaupré	Quebec	Sloop	1872	Yamaska, Que	107 6	23 7	9 8	163	A. Perrault, Montreal, Que.
33,654	Beaver	Chatham, N.B	"	1878	Paspébiac, Que	45 0	15 4	6 6	28	A. Loggie, M.O., Chatham, N.B.
100,056	Beaver	St. John, N.B	Schr—Glt	1890	Perry's Point, N.B	117 8	28 0	9 2	192	S. F. Hatfield (ship's husband), St. John, N.B.
112,160	Beaver II	Chatham, N.B	"	1903	Shelburne, N.S	58 0	21 8	6 5	53	Robert Loggie, M.O., Loggieville, N.B.
111,943	Beaver No. 3	New Westminster	Barge—Chd	1900	Blaine, Wash., U.S.A	55 0	13 0	3 6	22	National Packing Co., Vancouver, B.C.
....	Bedford	Kingston	"	1863	Kingston, Ont	103 0	22 6	5 2	107	The Deseronto Navigation Co., Ltd., Deseronto, Ont.
61,431	Bee	Chatham, N.B	Schr—Glt	1874	Shippegan, N.B	35 0	11 4	4 5	11	Paul Noël, Shippegan, N.B.
100,983	Bee	"	"	1888	Caraquet, N.B	35 6	12 0	5 6	11	C. Robin, Collas & Co., Ltd., Jersey.
....	Bee	Montreal	Barge—Chd	1858	Montreal, Que	93 8	18 1	5 1	82	Amb. Bertrand, Vaudreuil, Que.
107,892	Bel	"	Sloop	1900	Yamaska, Que	90 7	21 6	6 1	87	Jos. Myette, Ste. Anne de Sorel, Que.
72,986	Belknap	Wallaceburg	Barge—Chd	1874	Port Huron, Mich., U.S.A.	81 5	19 0	4 3	46	John Cooper, Chatham, Ont.
88,569	Bella	Kingston	"	1870	Garden Island, Ont	166 0	26 5	11 9	434	Montreal Transportation Co., Ltd., Montreal, Que.
122,109	Bella	Yarmouth	Sloop	1906	Tusket Wedge, N.S	36 0	13 0	7 0	18	William Pothier, M.O., Tusket Wedge, N.S.
103,631	Bella Ritchie	Ottawa	Barge—Chd	1895	Quyon, Que	87 7	15 9	6 4	27	P. G. Cavanagh, Perth, Ont.
16,303	Bella Rose	Charlottetown	Schr—Glt	1905	Bayfield, P.E.I	41 6	13 6	5 8	21	John McLean, Souris East, P.E.I.
61.448	Belle	Chatham, N.B	"	1874	Caraquet, N.B	34 0	12 0	4 6	12	Mrs. Sarah Young, and F.T.B. Young, J. O., Caraquet, N.B.
74,141	Belle	Guysboro'	"	1876	Lower Dublin, N.S	52 0	17 3	7 0	31	Alex. Jackson, Murray Harbour, P.E.I.
96,868	Belle	Prescott	Barge—Chd	1897	Toronto, Ont	130 0	27 0	11 0	335	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
92,609	Belle of the Bay	Sydney	Schr—Glt	1889	Little Bras d'Or, N.S	33 7	12 5	4 6	11	Patrick Burke, Mira Bay, N.S.
61,409	Belmont	Chatham, N.B	"	1871	Caraquet, N.B	38 5	13 7	5 4	13	P. Callichan, Caraquet, N.B.
83,050	Belmont	Shelburne	"	1882	Shelburne, N.S	63 0	20 5	7 9	54	Jos. McGill, Shelburne, N.S.
83,432	Belmont	Weymouth	"	1886	Gilbert Cove, N.S	80 0	23 4	8 2	98	H. E. Rudderham, *et al.*, Mahone Bay, N.S.
98,630	Belmont	Yarmouth	Bk—Bq	1891	Port Glasgow, G.B	236 4	38 1	21 8	1415	The Belmont Shipping Co., Ltd., Yarmouth, N.S.
103,187	Ben Bolt	Yarmouth	Schr—Glt	1896	Lockeport, N.S	98 9	23 4	9 1	91	Henry Lewis, *et al.*, Yarmouth, N.S.

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103,072	Ben Hur	Chatham, N.B.	Schr—Glt	1892	Tracadie, N.B.	34 0	12 2	5 2	11	Adolf LeClere and John LeClere, Caraquet, N.B.
117,191	Ben Lomond	Kenora	Barge—Chd.	1897	Keewatin, Ont	50 0	20 5	4 4	45	H. J. Davis, Kenora, Ont.
96,787	Beneccia Boy	Halifax	Schr—Glt	1889	Straits of Canso, N.S.	31 2	10 8	6 6	11	Michael Crispo, Harbour au Bouche, N.S.
107,566	Benefit	Parrsboro'	"	1900	Port Greville, N.S.	116 8	28 9	10 2	229	Alfred Potter, Canning, N.S.
88,477	Berens River	Winnipeg	Barge—Chd.	1882	Winnipeg, Man	133 3	22 8	7 8	335	The Dominion Fish Co., Ltd., Winnipeg, Man.
88,300	Bernadette	Quebec	Schr—Glt	1883	Bay St. Paul, Que.	43 8	16 5	6 5	28	Mrs. Lucy Boily, Baie St. Paul, Que.
107,237	Bernadette	"	Sloop	1898	Isle aux Grues, Que	35 0	13 8	4 4	13	Jos. Lachance, Isle aux Grues, Que.
122,102	Bernice N	Yarmouth	"	1905	Shelburne, N.S.	30 0	11 0	6 0	10	John C. Nickerson, M.O., Woods Harbour, N.S.
77,789	Bertha	Port Medway	Schr—Glt	1881	Port Medway, N.S.	54 5	18 9	7 4	42	Minnie Sabean, Port Medway, N.S.
72,273	Bertha	St. John, N.B.	"	1876	Scotch Town, N.B	40 7	14 3	4 5	15	Mrs. Joanna McDavitt, St. John, N.B.
97,028	Bertha	Yarmouth	"	1880	Port Maitland, N.S.	33 0	11 3	4 6	10	Alex. Shaw, Yarmouth, N.S.
100,253	Bertha Belle	Halifax	"	1894	Moser's River, N.S.	52 2	17 2	6 6	32	J. F. Guite, Maria, Que.
73,969	Bertha E.	"	"	1877	Liverpool, N.S.	44 4	16 3	6 6	21	W. H. Doggett, White Point, N.S.
90,900	Bertha Kelley	Yarmouth	Sloop	1886	Tusket Wedge, N.S.	34 0	13 3	5 1	12	Benj. Davis, Yarmouth, N.S.

92,707	Bertha McKay......	Winnipeg	Barge—Chd	1890	Rainy River, Ont.	110 0	19 5	8 5	158	Wm. Morisette, Kenora, Ont.
88,251	Bertha Maud..	St. John, N.B. ...	Schr—Glt	1883	Waterborough, N.B. ..	74 6	26 3	6 8	82	St. John Sulphite Pulp Co., Ltd., Leven, G.B.
107,911	Bertie..............	St. Andrews.......	Sloop..........	1894	Digby, N.S.....	34 0	11 8	5 0	13	Judson L. Guptil, jr., Grand Manan, N.B.
107,051	Bertie C...........	Barrington.	"	1897	Eel Brook, N.S.	43 0	15 3	4 8	13	Thos. D. Crowell, Shag Harbour, N.S.
100,111	Bess..	Digby.......	Schr—Glt	1891	Port Greville, N.S	46 1	16 3	5 9	24	Geo. Post, Digby, N.S.
100,545	Bessie..	"	"	1896	Plympton, N.S.	78 8	24 0	8 2	88	Wm. M. Warner, Plympton, N.S.
100,373	Bessie..	Sydney	"	1891	Little Bras d'Or, N.S....	44 8	16 5	6 2	20	James Warburton, Glace Bay, N.S.
100,340	Bessie A............	Parrsboro'..	"	1898	Lower Selmah, N.S	78 0	25 2	8 5	96	J. N. Pugsley, *et al.*, Parrsboro', N.S.
94,662	Bessie Florence.	Halifax	"	1888	Mahone Bay, N.S.	33 6	12 3	5 5	12	James Howard, Terence Bay, N.S.
85,622	Bessie G..	Parrsboro'..	" ...	1884	Parrsboro', N.S.........	76 0	25 5	6 9	69	W. W. Lamb, *et al.*, Diligent River, N.S.
96,839	Bessie L	Lunenburg.........	"	1890	Mahone Bay, N.S.	55 0	19 3	7 9	49	David Heisler, Lunenburg, N.S.
88,267	Bessie May.	Yarmouth..........	"	1883	Carlton, N.B...........	50 0	16 4	5 8	23	William A. Killam, Yarmouth, N.S.
80,010	Bessie P. Brown....	St. John, N.B......	"	1879	St. Martin's, N.B.......	43 8	15 0	4 9	20	Samuel McKay, Pennfield, N.B.
96,931	Bessie S. Keefer	Charlottetown.. ...	"	1890	Murray Harbour, P.E.I.	68 5	23 2	8 5	79	Wm. Horton, *et al.*, Murray Harbour, P.E.I.
96,725	Bessie T....	Chatham N.B....,..	"	1889	Tracadie, N.B.......	31 6	12 3	4 5	10	Donald Loggie, Church Point, N.B.
111,559	Beta..	St. Andrews........	Sloop...........	1896	West Isles, N.B..... ...	37 0	12 4	5 5	15	F. S. McLaughlin, Grand Manan, N.B.
73,985	Bethleem......... .	Quebec....	Barge—Chd	1874 1904	St.Jean Deschaillons,Que Leclercville, Que..	97 4	25 3	7 6	129	Jean B. Houde, St. Jean Deschaillons, Que.
....	Betsey.......	Toronto.....	Schr—Glt	1868	Toronto, Ont...........	45 0	12 0	3 7	19	Lionel Yorke, Toronto, Ont.
72,079	Betsy...	Chatham, N.B......	"	1871	Shippegan, N.B.........	36 0	11 6	4 4	13	Wm. Fruing & Co., Ltd., Jersey.
100,372	Betsy Jane....... ..	Sydney....	"	1891	Bras d'Or, N.S..........	32 9	13 2	5 0	11	Samuel Moore, Little Bras d'Or, N.S.
85,730	Beulah.	Lunenburg	"	1883	Summerside, P.E.I......	81 3	23 6	9 2	97	J. J. and Coleman Sangster, J.O., Guysboro, N.S.
94,742	Beulah..............	St. John, N.B......	"	1888	Canning, N.S..........	76 4	26 2	6 9	81	Robert Connely, St. Martin's N.B.
71,362	Beulah Benton.....	Weymouth..........	"	1875	Port Medway, N.S......	56 2	18 6	7 0	36	Mrs. Sarah Mitchell and Geo. A. Morehouse, J.O., Sandy Cove, N.S.
94,722	Bianca	Windsor, N.S.......	"	1888	Newport, N.S...	94 6	28 6	10 6	180	Geo. B. Lockhart, New York, U.S.A.
100,975	Big Bear...........	Chatham, N.B......	"	1888	Caraquet, N.B....	34 0	12 1	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.

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121,971	Big Salmon	Victoria	Barge—Chd	1906	White Horse, Y. T.	106 4	34 5	5 7	161	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
83,210	Billow	St. Andrews	Schr—Glt	1881	Cornwallis, N.S.	62 0	18 8	8 0	54	Hugh McKay, St. Stephen, N.B.
72,578	Bismarck	Montreal	〃	1871	Port Dalhousie, Ont.	131 7	27 0	11 5	302	Alphonse Desrosierre, Lanoraie, Que.
103,899	Bismarck	New Westminster	〃	1897	New Westminster, B.C.	34 0	11 5	4 4	12	M. Kubiteith, Nanaimo, B.C.
107,938	Bk. No. 3	New Westminster	Barge—Chd	1900	〃 〃	43 0	13 0	3 5	20	G. W. Dawson, Steveston, B.C
107,939	Bk. No. 4	〃	〃	1900	〃 〃	43 0	13 0	3 5	20	〃 〃
90,496	Black Prince	Halifax	Schr—Glt	1876	Summerville, N.S.	38 8	13 8	5 8	18	John Dixon, Halifax, N.S.
103,293	Black Prince	New Westminster	Barge—Chd	1892	Seattle, Wash., U.S.A.	128 0	29 0	7 0	203	A. Ewen, New Westminster, B.C.
103,701	Black Prince	Yarmouth	Schr—Glt	1892	Port la Tour, N.S.	37 0	12 4	5 5	13	Thomas W. Crowell, Port la Tour, N.S.
71,310	Black Watch	Charlottetown	〃	1884	Rexton, N.B.	45 8	15 3	6 0	23	John McLean, Souris, P.E.I.
111,734	Blake	Lunenburg	〃	1902	Shelburne, N.S.	81 0	24 0	9 6	99	J. N. Rafuse, La Have, N.S.
111,773	Blakeley	Vancouver	Bgtn—Bkglt	1872	Port Blakeley, Wash., U.S.A.	116 2	24 7	9 2	145	Pacific Exploration & Development Co., Ltd., Victoria, B.C.
100,299	Blanchard	Chatham, N.B.	Schr—Glt	1892	Caraquet, N.B.	34 2	12 2	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
116,474	Blanchard	Chatham, N.B.	〃	1900	Caraquet, N.B.	34 3	12 7	4 6	12	Michael John, Caraquet, N.B.

100,813	Blanche	Barrington	Schr—Glt	1894	Lockeport, N.S.	42 2	16 3	7 0	24	Norman Robbins, Tiverton, N.S.
112,016	Blanche	Canso	"	1901	Canso, N.S.	35 6	11 3	6 9	13	Simon Williams, Canso, N.S.
116,855	Blanche	Shelburne	"	1905	Sable River, N.S.	37 1	13 5	4 9	12	C. Lock, M.O., Lockeport, N.S.
121,806	Blanche	Yarmouth	Sloop	1904	Clyde, N.S.	31 0	11 4	6 0	10	J. E. Nickerson, Woods Harbour, N.S.
97,122	Blanche Alma	Quebec	Schr—Glt	1890	Ste. Anne, Que.	78 2	22 8	8 3	87	Joseph Simard, St. Anne de Monts, Que.
88,551	Blanche M. Thorbourn.	Charlottetown	"	1884	Shelburne, N.S.	83 9	23 3	9 0	70	Edward Boswell and J. J. Lord, Victoria, Crapaud, P.E.I.
103,589	Blenheim	Chatham, N.B.	"	1896	Caraquet, N.B	37 7	13 3	5 0	13	C. Robin, Collas & Co., Ltd., Jersey.
103,196	Blenheim	Paspebiac	"	1895	Liverpool, N.S.	112 0	27 4	10 8	199	J. C. LeQuesne, Paspebiac, Que.
100,265	Blomidon	Windsor, N.S.	"	1891	Canning, N.S.	123 0	31 0	11 5	271	Jos. N. Chute, Harbourville, N.S.
75,599	Blue Jay	Digby	"	1877	Clare, N.S.	39 1	14 2	5 7	14	Annie E. Stevens, Grand Manan, N.B.
80,370	Blue Wave	Parrsboro'	"	1880	Parrsboro', N.S.	55 8	18 5	6 7	37	Wm. I. Hawes, Parrsboro' N.S.
100,909	Bluenose	Chatham, N.B.	"	1889	Caraquet, N.B	36 0	12 6	4 5	11	J. Sewell, Caraquet, N.B.
107,073	Bluenose	St. John, N.B	Sloop	1891	St. John, N.B.	23 2	8 0	2 3	2	J. N. Pugsley, Parrsboro' N.S.
112,062	Bluenose	Windsor, N.S	Schr—Glt	1903	Falmouth, N.S.,	104 6	27 0	10 4	166	Hugh Gillespie, Parrsboro', N.S.
....	Bob O'Link	Toronto	"	1870	Toronto, Ont.	35 0	11 3	4 8	15	Zeno Orton Quick, Point Pelee Island, Ont.
92,747	Bobs	Parrsboro'	"	1894	Sackville, N.B.	77 8	26 4	7 5	97	Wm. Anthony, Lower Selmah, N,S.
122,222	Bolivia	Montreal	Barge—Ghd	1874	Oswego, N.Y., U.S.A.	140 0	26 4	12 7	310	Aristide Mondor and Joseph Bonin, Lanoraie, Que.
94,782	Bona Fides	Charlottetown	Schr—Glt	1889	Lunenburg, N.S.	76 6	23 6	8 7	78	T. G. M. Garcin, Charlottetown, P.E.I.
111,503	Bonnie Jean	St. John, N.B.	Sloop	1900	St. John, N.B.	37 7	13 3	5 5	12	Frank Ingersoll, Grand Manan, N.B.
75,802	Bonnie Kate	Halifax	Schr—Glt	1877	Sheet Harbour, N.S.	57 8	19 0	7 7	56	Mrs. B. Munroe, Boulardèrie, N.S.
88,506	Bonnie Kate	Sydney	"	1884	Little Bras d'Or, N.S	44 0	14 4	5 7	14	Robert Moore, North Sydney, N.S.
107,053	Bonnie Lin.	Barrington	"	1899	Coffinscroft, N.S.	38 6	12 0	5 2	10	Normand Madden, Port la Tour, N.S.
112,020	Bonny Kate	Canso	"	1902	Canso, N.S.	36 6	13 0	7 0	14	Robert Meagher, Canso, N.S.
94,647	Bonus	Halifax	"	1888	Conquerall, N.S.	73 5	23 0	8 7	86	Wm. Vincent, Bay St. George, Nfld.
103,862	Boojum	"	Sloop	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	H. V. Kent, Halifax, N.S.

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97,159	Borealis	Victoria	Schr—Glt	1891	Victoria, B.C.	71 5	21 4	7 8	47	Victoria Sealing Co., Ltd., Victoria, B.C.
75,561	Boreas	Lunenburg	"	1876	La Have, N.S.	55 5	19 0	7 6	41	John Colford, Port Hawkesbury, N.S.
103,091	Bosphore	Montreal	Sloop	1890	Pierreville, Que.	109 9	22 9	7 4	137	Noe Gervais St. Michel d'Yamaska, Que.
107,888	Bouleau	Montreal	Sloop	1900	Lachine, Que.	44 9	14 4	4 0	18	F. Tremblay, Montreal, Que.
103,110	Bout de Lile	"	Horse ferry	1887	Bout de l'Isle, Que.	63 6	26 3	2 8	10	Sam. Beaudry, Pointe aux Trembles, Que.
88,396	Brant	Windsor, N.S.	Schr—Glt	1886	Cornwallis, N.S.	37 0	13 3	5 5	12	William Hamilton, Cornwallis, N.S.
103,746	Bras d'Or	Amherst, N.S.	Sloop	1895	Lunenburg, N.S.	26 8	8 8	4 2	4	Aubrey G. Robb, Amherst, N.S.
103,497	Bravo	Paspebiac	Schr—Glt	1895	"	99 7	25 5	10 0	147	W. T. Smith, New Carlisle, Que.
74,320	Brenton	Yarmouth	"	1877 1895	Tusket, N.S. Meteghan, N.S.	72 0	23 0	8 1	69	Henry E. and W. F. Fougere, Descouse, N.S.
121,938	Bretwalda	Halifax	"	1906	Jeddore, N.S.	62 0	18 7	7 0	43	John Pine, English Harbor, Nfld.
69,970	Bridget Ann	Port Hawkesbury	"	1880	Margaree, N.S.	49 5	18 5	7 0	32	Walter Lawrence, Cheticamp, N.S.
103,954	Brighton	Montreal	"	1897	Kingston, Ont.	179 6	34 7	11 4	607	Montreal Transportation Co., Ltd., Montreal, Que.
85,347	Brilliant	Charlottetown	"	1882	La Have, N.S.	73 0	21 8	9 3	76	Garnet and John H. Hubley, Southport, P.E.I.
90,721	Brilliant Star	Sydney	"	1886	Jeddore, N.S.	46 6	18 0	7 0	32	James McKinnon, North Sydney, N.S.

42,210	Brisk	Liverpool	Schr—Glt	1850	Ragged Island, N.S.	41 6	11 0	6 6	18	Nathan Gardner, Brooklyn, N.S.
59,319	Brisk	St. Andrews	"	1851	St Patrick, N.B.	42 0	13 7	5 1	20	Austin Smith, Advocate Harbour, N.S.
78,988	Bristol	Windsor, N.S.	Bk—Bq	1878	Hantsport, N.S.	196 9	39 7	23 6	1305	Daniel Munro, Windsor, N.S.
116,857	Britannia	Charlottetown	Schr—Glt	1905	Shelburne, N.S.	64 4	18 8	7 2	48	G. B. Ellis and R. H. Ellis, Alberton, P.E.I.
103,780	Britannia	Chatham, N.B.	"	1897	Caraquet, N.B	38 4	13 0	5 0	13	W. S. Loggie Co., Ltd., Chatham, N.B.
100,571	Britannia	Lunenburg	"	1893	Lunenburg, N.S.	81 3	24 0	9 0	90	J. N. Pettipas, Bay of Islands, Nfld
103,128	Britannia	St. Andrews	Sloop	1896	Grand Manan, N.B.	40 0	15 0	6 0	22	M. Calder and W. Cline, Campobello, N.B.
103,780	Britannic	Chatham, N.B	Schr—Glt	1892	Caraquet, N.B.	37 1	12 6	5 0	12	W. S. Laggie Co., Ltd., Chatham, N.B.
52,029	British Eagle	Yarmouth	"	1866	Jordan River, N.S	67 0	20 4	8 2	64	Thos. Burke, Cocagne, N.B.
54,156	British Lady	Halifax	"	1867	Lunenburg, N.S.	40 0	14 6	6 0	19	Chas. H. Forgeron, Port Royal, N.S.
80,577	British Lion	Windsor, Ont	"	1883	Pike Creek, Ont	84 6	22 6	5 5	80	James Moss, Dunnville, Ont.
37,619	British Queen	Halifax	"	1858	La Have, N.S.	52 5	16 7	7 0	34	Cornelius Fader, Chester Basin, N.S.
107,079	British Queen	St. John, N.B	Sloop	1887	St. John, N.B	27 0	8 7	2 8	4	Charles Kain, St. John, N.B.
41,775	British Tar	Halifax	Schr—Glt	1853	La Have, N.S.	57 6	18 3	7 5	41	J. W. Baker, Jeddore, N.S.
92,643	Briton (The)	Bowmanville	"	1862	South Marysburg, Ont.	106 0	23 8	8 7	146	A. M. Palmatier, Picton, Ont.
107,784	Brittania	Ottawa	Horse ferry	1899	Arnprior, Ont	54 0	22 0	3 6	14	John McAra, Bristol, Que.
103,186	Brittania	Shelburne	Schr—Glt	1896	Green Harbour, N.S.	35 5	11 5	4 7	11	Ross Enslow, Green Harbour, N.S.
85,297	Brodeur Demers	Montreal	Sloop	1882	Sorel, Que.	106 1	22 8	7 7	142	D. Leroux, Vaudreuil, Que.
71,743	Brodick Castle	Victoria	Ship	1875	Whiteinch, G.B.	258 6	40 3	23 0	1770	Ship Brodick Castle Co., Ltd., Victoria, B.C.
111,697	Brooklyn	Liverpool	Schr—Glt	1901	Brooklyn, N.S.	116 2	30 4	11 8	247	C. E. Whidden, Antigonish, N.S.
113,415	Brookside	Yarmouth	Bk—Bq	1891	Arundel, N.S.	182 2	35 5	16 4	672	The Brookside Shipping Co., Ltd., Yarmouth, N.S.
71,143	Brothers	Goderich	Schr—Glt	1874	Ashfield, Ont.	44 8	13 8	4 8	14	Jas. Thorburn, Kincardine, Ont.
83,379	Bruin	Toronto	Scow—Chd	1881	Gravenhurst, Ont.	97 0	25 0	5 3	104	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
107,612	Brunette	Ottawa	Barge—Chd	1899	Hull, Que.	108 0	24 0	8 0	163	Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,228	Buckingham	"	"	1893	Buckingham, Que.	74 0	18 7	4 0	43	Frank Ross, Quebec, Que.

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100,092	Bud	St. John, N.B.	Schr—Glt	1892	Greenwich, N.B.	51 9	17 7	4 4	35	Chas. Kennedy, St. John, N.B.
80,795	Buda	Digby	"	1882	Meteghan River, N.S.	42 0	15 0	5 6	20	P. W. Connors, *et al.*, Black's Harbour, N.B.
85,425	Buffalo	St. Catharines	Scow—Chd	1865	Port Robinson, Ont.	104 0	25 0	4 5	88	Abraham H. Bradley, Dunnville, Ont.
116,450	Burleigh	Shelburne	Schr—Glt	1904	Shelburne, N.S.	101 0	25 6	10 8	122	Nathaniel Smith, *et al.*, Halifax, N.S.
111,765	Burma	Kingston	"	1901	Garden Island, Ont.	183 6	39 5	15 0	885	The Calvin Co., Ltd., Garden Island, Ont.
96,823	Burnam H.	Lunenburg	"	1889	Lunenburg, N.S	74 8	23 5	9 1	88	Geo. Sheppard, Bay of Islands, Nfld.
111,897	Burque Brothers	Weymouth	Sloop	1905	Church Point, N.S.	33 0	12 2	5 1	10	Peter Burque, Church Point, N.S.
85,293	Butte de St. Anne	Montreal	"	1881	St. Thomas, Que	87 2	22 5	6 0	79	J. Millette and D. Millette, Sorel, Que.
116,997	C.	Ottawa	Barge—Chd	1903	Barry's Bay, Ont.	80 0	12 0	4 0	31	The Canada Corundum Co., Ltd., Toronto, Ont.
100,176	C. A.	Montreal	Sloop	1887	Gentilly, Que.	78 4	21 4	4 3	47	E. Martelle, Pierreville, Que.
107,338	C. M. B.	Yarmouth	"	1899	Tusket Wedge, N.S.	34 0	11 0	6 0	10	Charles M. Boudreau, Tusket Wedge, N.S.
83,370	C. M. G. P.	Quebec	Schr—Glt	1882	Esquimaux Point, Que.	58 8	17 5	7 9	46	Joseph Boudrault, Anse St. Jean, Que.

72,061	C. P. M.	Arichat	Schr—Glt	1880	River Bourgeoise, N.S.	48 2	15 4	6 3	22	Désiré Burke, River Bourgeoise, N.S.
100,508	C. P. N. No. 1	Victoria	Scow—Chd.	1887	Burrard Inlet, B.C.	101 0	26 0	5 0	91	Canadian Pacific Railway Co., Montreal, Que.
111,651	C. P. R	Montreal	Barge—Chd.	1892	St. François du Lac, Que.	105 6	22 6	8 6	116	Anselm Verville, St. François du Lac Que.
111,465	C. R. C.	Chatham, N.B	Schr—Glt	1901	Caraquet, N.B.	37 6	12 8	5 2	13	Peter Fiott, Caraquet, N.B.
116,467	C.W.1.	Vancouver	Barge—Chd	1903	Vancouver, B.C.	79 0	29 9	6 0	122	S K. Champion and W. W. White, Vancouver, B.C.
117,020	C. W. 2	"	Scow—Chd.	1904	"	72 0	24 0	6 0	88	" " "
121,720	C. W. 3.	"	"	1905	"	76 0	26 0	7 8	86	" " "
111,534	C. & P. No. 1.	"	"	1893	"	85 5	27 0	6 5	128	John S. Crowder, Vancouver, B.C.
94,645	C. A. Chisholm.	Lunenburg	Schr—Glt	1888	Mahone Bay, N.S.	73 7	22 8	9 0	78	J. M. Terrio, West Arichat., N.S.
90,434	C. A. Goreham	Barrington	"	1890	Tusket, N.S	51 3	18 3	6 6	33	Arthur E. Goreham, *et al.*, Woods Harbour, N.S.
75,788	C. A. Meniac	Port Medway	"	1877	Port Medway, N.S.	83 9	23 6	9 8	112	H. G. Bauld, Halifax, N.S.
111,698	C. B. Whidden	Liverpool	Bktn—Bkglt.	1901	Liverpool, N.S.	132 4	32 3	12 4	349	C. E. Whidden, *et al.*, Antigonish, N.S.
100,147	C. E. Robertson	Winnipeg	Barge—Chd.	1894	Kenora, Ont.	52 0	12 2	6 0	28	A. McKinnon, Kenora, Ont.
116,333	C. E. Russell.	Ottawa	"	1903	Hull, Que.	108 5	23 6	8 0	146	Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,375	C. G. Munro.	Arichat	Schr—Glt	1901	Canso, N.S	38 7	11 4	6 1	14	Chas. Mosher, Whitehaven, N.S.
96,743	C. J. Colwell.	St. John, N.B.	"	1889	Cambridge, N.B.	78 9	27 0	6 9	82	Joseph Gordon, St. John, N.B.
92,294	C. W. Bangs	Ottawa	Barge—Chd	1886	Ottawa, Ont	105 0	22 0	7 4	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,588	C. W. Janes	Quebec	Bktn—Bkglt	1884	Meteghan River, N.S.	165 3	36 0	20 5	825	W. J. Sallurst Smith, Gibraltar.
112,002	C. W. Mills	Annapolis Royal	Schr—Glt	1904	Granville, N.S	141 0	31 8	11 4	318	Frank W. Pickels, M.O., Annapolis Royal, N.S.
66,722	C. Averet	"	"	1871	East Port Medway, N.S.	41 0	14 2	6 0	19	Alex. Goreham, Shelburne, N.S.
100,596	C. Bibeau	Montreal	Sloop	1891	Pierreville, Que.	105 6	22 9	6 8	126	T. Beaudet, St. Jean Deschaillons, Que.
69,589	C. Colomb	"	Barge—Chd	1872	St. Aimé, Que	106 2	22 5	8 8	142	Géon Goyer, Montreal, Que.
90,550	C. Richard	Ottawa	"	1887	Sorel, Que	111 9	22 8	8 1	172	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,346	Caddie	Yarmouth	Schr—Glt	1898	Port Maitland, N.S.	31 0	10 5	5 6	10	James E. Perry, Port Maitland, N.S.
59,375	Cadet	St. Andrews	"	....	Rockland, Me., U.S.A.	40 5	12 6	5 9	19	Charles Savage, Campo Bello, N.B.

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100,988	Cæsar	Chatham, N.B	Schr—Glt	1893	Shippegan, N.B.	34 3	13 0	4 6	10	P. Rive, Caraquet, N.B.
80,373	Calabria	Windsor, N.S.	"	1881	Parrsboro', N.S.	154 4	36 5	16 2	451	Christopher Splane, St. John, N.B
111,732	Calavera	Lunenburg	"	1902	Mahone Bay, N.S.	90 8	24 7	9 7	90	Henry Moser, *et al.*, Lunenburg, N.S.
90,478	Calburga	Maitland	Bk—Bq	1890	Maitland, N.S	210 0	39 2	23 2	1350	Thomas Douglass, Halifax, N.S.
103,725	Calcium	Parrsboro'	"	1896	Parrsboro', N.S.	166 3	35 9	18 7	687	Alexander Harrison, Philadelphia, Pa., U.S.A.
116,587	Caledonia	Liverpool.	Schr—Glt	1903	Liverpool, N.S	113 3	23 6	11 0	188	Abram W. Hendry, Liverpool, N.S.
97,084	Calla Lilly	Quebec.	"	1890	La Have, N.S	61 9	21 8	8 3	62	Alfred Mercier, Berthier, Que
100,774	Calliope	Chatham, N.B	"	1892	Caraquet, N.B	37 8	11 9	5 0	12	P. Rive, Caraquet, N.B.
96 701	Calumet	Ottawa.	Barge—Chd	1889	Grenville, Que	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,579	Cambridge	Halifax	Schr—Glt	1885	Cambridge, N.S	63 4	18 3	6 8	43	Peter McConnell, Port Hilford, N.S.
112,128	Campania	Lunenburg	"	1903	Lunenburg, N.S	88 8	24 6	9 2	90	Thos. Romkey, La Have, N.S.
96,778	Campania	Port Hawkesbury	"	1894	Cheticamp, N.S.	35 6	11 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
111,631	Canada	Lunenburg	"	1900	Lunenburg, N.S	116 9	27 5	10 6	199	J.Jos. Rudolf, *et al.*, Lunenburg, N.S.
74,293	Canada	Quebec.	"	1877	Ste. Luce, Que	57 5	18 0	7 2	44	Moise Tremblay, Ste. Felicite, Que.

75,674	Canada	Quebec	Schr—Glt	1877	Cap St. Ignace, Que.	59 8	17 5	5 5	35	Jos. Deslauriers, Fraserville, Que.
107,531	Canada	St. John, N.B.	Sloop	1898	St. John, N.B	36 2	11 4	3 0	8	Fred. S. Heans, *et al.*, St. John, N.B.
111,772	Canada	Vancouver	Barge—Chd.	1883 1901	Victoria, B.C	145 0	32 1	7 2	304	Mackenzie Bros., Ltd., Vancouver, B.C.
100,262	Canada	Windsor, N.S.	Ship—3 m	1891	Kingsport, N.S.	257 0	45 0	26 6	2137	The Ship Canada Co., Ltd., Wolfville, N.S.
111,580	Canada No. 1.	Toronto	Barge—Chd.	....		96 0	17 7	6 3	85	Canada Ice Co., Ltd., Toronto, Ont.
112,188	Canada No. 3.	"	"	....	Buffalo, N.Y., U.S.A.	96 0	18 0	8 9	113	" "
73,047	Canadien	Quebec.	Schr—Glt	1875	Lotbinière, Que.	68 9	21 4	6 0	59	Z. Marchand, Three Rivers, Que.
80,770	Canadien.	"	Barge—Chd	1881	Batiscan, Que.	102 3	22 5	8 5	137	Narcisse Paul, Sorel, Que.
73,495	Canadienne	Halifax	Schr—Glt	1883	Pt. Basque, Magdalen Islands, Que.	62 5	20 2	8 0	53	J. N. Arseneau, House Harbour, Magdalen Islands, Que.
73,096	Canadienne	Montreal.	Sloop	1875	Yamaska, Que	102 0	22 2	7 0	113	Jean L. Rondeau, Lanoraie, Que.
74,100	Candid	Arichat	Schr—Glt	1877	Chezetcook, N.S	45 2	16 2	7 0	23	Désiré Burke, River Bourgeoise, N.S.
85,438	Canning Packet.	Annapolis Royal	"	1883	Cornwallis, N.S.	79 5	26 0	8 3	98	L. J. Melançon, Port Gilbert, N.S.
92,675	Can't Help It.	Pictou, N.S.	"	1888	Murray Harbour, P.E.I.	53 1	18 0	7 4	40	Chas. Dunn, Murray Harbour North, P.E.I.
111,858	Canton	Owen Sound	"	1873	Trenton, N. J., U.S.A.	142 0	26 0	12 1	304	Jas. W. Maitland, Owen Sound, Ont.
116,604	Cap a la Roche	Montreal	Sloop.	1905	St. Jean Deschaillons, Que.	96 0	23 6	7 2	98	Andre Laroche, St. Jean Deschaillons, Que.
100,494	Cape Beale.	Victoria	Schr—Glt	1892	James Island, B.C	39 5	12 8	3 8	13	Jim Eight Quap, Barclay Sound, B.C.
121,787	Capital.	Ottawa.	Scow—Chd.	1905	Ottawa, Ont	79 9	24 0	6 0	178	John O'Leary, Ottawa, Ont.
100,461	Caprice.	Quebec	Yawl—Yole	1891	St. Lawrence, I. Orleans, Que.	31 0	11 2	4 2	9	Geo. C. Scott, Quebec, Que.
96,923	Cardigan.	Charlottetown	Schr—Glt	1890	Cardigan, P.E.I	57 6	17 8	7 2	38	Nathaniel Smith, *et al.*, Halifax, N.S.
112,116	Cardinia	Lunenburg	"	1903	Lunenburg, N.S.	94 3	24 8	9 8	100	Freeman Anderson, Lunenburg, N.S.
107,989	Carib II	Shelburne	"	1901	Shelburne, N.S.	112 0	28 0	11 2	195	Harry Comer, Reading, Eng.
116,418	Caribou	Victoria.	Barge—Chd	1903	Caribou, Y.T	90 0	25 0	4 0	83	The British Yukon Navigation, Co., Ltd., Vancouver, B.C.
100,145	Carl	Winnipeg	"	1894	Kenora, Ont	59 0	13 2	5 2	32	C. E. Laverdière, Kenora, Ont.
111,718	Carl E. Richard	Lunenburg	Schr—Glt	1901	Mahone Bay, N.S.	97 8	25 2	10 4	99	C. Edgar Whidden, Antigonish, N.S.
97,154	Carlotta G. Cox.	Victoria	"	1891	Victoria, B.C.	80 3	21 2	8 6	76	Victoria Sealing Co., Ltd., Victoria, B.C.

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92,322	Carmolite	Liverpool	Schr—Glt	1888	Liverpool, N.S.	82 0	24 2	9 8	99	Joseph W. Peppett, North Sydney, N.S.
88,459	Caroline	Arichat	"	1888	Dartmouth, N.S	35 6	11 8	4 7	12	John B. Gerrior, West Arichat, N.S.
74,404	Caroline	Chatham, N.B.	"	1877	Rexton, N.B.	35 0	12 3	4 0	9	Simon Graham, jr., Rexton, N B.
64,999	Caroline	Quebec.	Barge—Chd	1872	Point Lévis, Que	103 8	22 6	8 3	133	The Minister of Public Works, Ottawa, Ont.
73,010	Caroline	"	Schr—Glt	1875	Lotbinière, Que	70 8	19 8	5 7	50	Esdras Bernier, Lotbinière, Que.
88,409	Carrie	Digby	"	1884	Clare, N.S	32 0	11 8	4 6	12	Thomas Cook, Grand Manan, N.B.
97,081	Carrie	Lunenburg	"	1890	La Have, N.S	80 4	24 1	9 2	99	J. Godin, Dalhousie, N.B.
80,979	Carrie A	Sydney	"	1882	Christmas Island, N.S.	57 8	19 7	8 8	73	J. H. Blaikie, Great Village, N.S.
94,646	Carrie C. W	Victoria	"	1888	Mahone Bay, N.S	76 4	23 6	9 1	92	Victoria Sealing Co., Ltd., Victoria, B.C.
121,886	Carrie D	Yarmouth	Sloop	1905	Cape Island, N.S.	32 0	11 0	6 0	10	Thomas Duncan, Cape Island, N.S.
85,619	Carrie Easler	Port Medway	Schr—Glt	1883	Parrsboro', N.S	93 8	26 8	9 8	179	Mrs. Elizabeth Hatt, Liverpool, N.S.
94,698	Carrie H	St. John, N.B.	"	1890	Port Maitland, N.S	47 2	15 0	6 1	57	Wm. J. Wilson, *et al.*, Lorneville, N.B.
96,744	Carrie L. Smith	"	Bk—Bq	1889	Harvey, N.B	162 7	34 4	15 0	600	John N. Smith, *et al.*, Coverdale, N.B.
94,643	Carrie M.C.	Lunenburg	Schr—Glt	1888	Mahone Bay, N.S.	55 7	18 3	7 4	39	Ernest Johnson, Peters Road, P.E.I.

103,051	Carrie May	Yarmouth	Schr—Glt	1894	Pubnico, N.S.	47 1	16 4	6 4	25	C. J. Fox, Pubnico, N.S.
100,445	Carrie O.	Canso	"	1883	Country Harbour, N.S.	33 0	11 5	5 5	12	S. Grant, Whitehaven, N.S.
112,343	Cartagena	Liverpool	"	1902	Liverpool, N.S.	109 0	29 0	11 0	199	Walter Mitchell, Halifax, N.S.
74,300	Cartier	Quebec	Barge—Chd	1873	St. Jean Deschaillons, Que.	93 1	23 5	7 6	109	Jos. Laliberté, St. Jean Deschaillons, Que.
100,642	Casco	Victoria	Schr—Glt	1878	San Francisco, Cal., U.S.A.	85 0	21 6	8 2	63	Victor Jacobsen, Victoria, B.C.
116,969	Cassie Bell	St. Andrews	Sloop	1906	Meteghan, N.S.	28 5	13 0	5 6	14	Boardman A. Cheney, Grand Manan, N.B.
92,566	Cassie M.	Halifax	Schr—Glt	1887	Sheet Harbour, N.S.	33 8	12 6	5 7	12	Wm. H. Munro, Sheet Harbour, N.S.
103,363	Castor	Quebec	Sloop	1894	Mille Vaches, Que.	55 2	16 8	5 2	31	J. Singelaise, Mille Vaches, Que.
72,963	Cataract	Picton, Ont.	Schr—Glt	1874	Picton, Ont.	105 5	24 0	10 5	193	F. McGibbon, Sarnia, Ont.
103,313	Catherine	Port Hawkesbury	"	1894	Cheticamp, N.S.	33 6	10 7	5 2	10	The C. Robin Collas Co., Ltd., Halifax, N.S.
92,519	Catherine	St. Andrews	"	1885	St. George. N.B.	26 0	11 4	6 0	13	Benjamin McKenzie, St. George, N.B.
112,233	Catherine	St. John, N.B.	"	1903	Meteghan River, N.S.	109 4	28 5	10 3	196	James Cosman, Meteghan River, N.S.
111,898	Catherine	Weymouth	Sloop	1905	Belliveau's Cove, N.S.	33 6	12 6	5 4	11	M. Belliveau, Grosses Coques, N.S.
96,799	Catherine A. C.	Halifax	Schr—Glt	1890	Dover, N.S.	42 5	14 5	5 3	17	Victor Poirier, Descouse, N.S.
116,505	Cavalier	Lunenburg	"	1904	La Have, N.S.	74 2	21 8	8 5	70	Lemueul Bell, M.O., Dublin Shore, N.S.
121,999	Cavalier	"	"	1906	Lunenburg, N.S.	40 5	12 2	5 7	13	Leroy Boliver, M.O. Broad Cove, N.S.
....	Cecelia	Windsor, Ont.	"	1865	Port Dalhousie, Ont.	135 5	27 7	11 0	290	Geo. Brooks, Port Dalhousie, Ont.
96,825	Cecelia W.	Halifax	"	1890	Vogler's Cove, N.S.	58 0	17 6	7 4	41	David Walker, Port Hawkesbury, N.S.
103,271	Celia	Chatham, N.B.	"	1891	Caraquet, N.B.	35 4	12 1	4 8	11	D. Gallien, Caraquet, N.B.
103,239	Celima	Montreal	Horse ferry	1888	Lachenais, Que.	56 4	23 0	2 3	7	Jos. Gariepy, Rivière des Prairie, Que.
88,624	Celina	Windsor, Ont.	Scow—Chd	1884	Stony Point, Ont.	69 0	19 0	4 5	39	P. Forcier, Detroit, Mich., U.S.A.
107,905	Centenial	St. Andrews	Sloop	1899	West Isles, N.B.	34 0	13 2	6 0	16	John F. Morse, Grand Manan, N.B.
73,956	Centennial	St. Catharines	Barge—Chd	1876	Port Robinson, Ont.	81 6	21 2	5 3	66	H. O. Brown, Welland, Ont.
61,586	Cepola	Weymouth	Schr—Glt	1875	Port LeBert, N.S.	83 0	23 0	8 5	94	D. N. Messinger, Barton, N.S.
92,358	Cerdic	Annapolis Royal	"	1886	Alma, N.B.	80 5	26 2	7 5	90	T. S. Henshaw, Bear River, N.S.

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103,585	Cerdric	Chatham, N.B	Schr—Glt	1896	Caraquet, N.B	36 1	12 9	5 2	14	Phillip Rive, Caraquet, N.B.
72,565	Ceres	Kingston	Scow—Chd	1875	Kingston, Ont	77 7	26 0	9 4	69	Montreal Transportation Co., Ltd., Montreal, Que.
122,145	Cerita	Yarmouth	Sloop	1906	Tusket Wedge, N.S	30 0	11 0	6 0	10	John C. Doucette, Tusket Wedge, N.S.
90,824	Ceto	Pictou, N.S	Schr—Glt	1889	Port Medway, N.S	76 0	24 0	8 5	95	James L. Hutchinson, Rexton, N.B.
96,915	Ceylon	Kingston	"	1891	Garden Island, Ont.	205 4	36 3	15 2	908	The Calvin Co., Ltd., Garden Island, Ont.
97,151	Chacheemah	Victoria	"	1890	Saanich, B.C	39 3	12 2	4 0	10	Chacheemah (Indian), Barclay Sound, B.C.
61,905	Champion	Liverpool	"	1870	Liverpool, N.S	39 5	14 0	5 5	14	Wm. Cook, Port Mouton, N.S.
69,446	Champion	Pictou, N.S	"	1876	River John, N.S	66 5	19 6	7 0	55	Stephen Alexander, Richibucto, N.B.
83,351	Champion	Quebec	Sloop	1881	Ste. Anne de la Pocatière, Que.	38 0	13 3	4 5	13	F. X. Nepton, Tadousac, Que.
85,381	Champion	Sydney	Schr—Glt	1879	Lunenburg, N.S	49 5	15 3	5 8	19	John Williams, Louisburg, N.S.
72,988	Champion	Wallaceburg	"	1867	New Baltimore, Mich., U.S.A.	49 0	15 0	4 0	18	W. C. Ryan, Sarnia, Ont.
....	Champion	Windsor, Ont.	Scow—Chd	1872	River Puce, Ont	66 8	18 0	5 2	50	Michael P. Thibert, Belle River, Ont.
116,652	Champion	Yarmouth	Schr—Glt	1904	Yarmouth, N.S	47 4	15 6	7 1	29	J. A. Crocker, Yarmouth, N.S.
103,737	Chaparral	Parrsboro'	"	1866	St. George, Me., U.S.A.	61 0	18 0	7 0	39	C. R. Comeau, Meteghan, N.S.

103,436	Chapeau	Ottawa	Barge—Chd	1889	Buckingham, Que	63 0	19 8	5 0	42	W. J. Poupore, Ottawa, Ont.
71,649	Charles Alberic	Montreal	"	1875	Yamaska, Que	100 0	22 3	6 6	104	Joseph Souillier, Sorel, Que.
121,654	Charles E.	Yarmouth	Sloop	1904	Shag Harbour, N.S	35 5	12 5	6 0	13	E. Larkin, Shag Harbour, N.S.
88,658	Charles E. Lefurgey	Charlottetown	Bk—Bq	1884	Summerside, P.E.I	190 9	36 0	20 9	936	The Ship Charles E. Lefurgey Co., Ltd., Liverpool, Eng.
88,295	Charles Edouard	Quebec	Sloop	1884	Cap St. Ignace, Que	51 6	18 5	5 0	24	A. Boulliane, Bergeronnes, Que.
94,704	Charles Haskell	Digby	Schr—Glt	1869	Essex, Mass., U.S.A	72 0	21 2	7 3	67	Walter Pearl, *et al.*, Lunenburg, N.S.
107,563	Charlevoix	Parrsboro'	"	1899	Port Greville, N.S	154 0	34 2	12 8	427	J. B. Westaway, New York, N.Y., U.S.A.
96,759	Charley Troop	St. John, N.B	"	1879	Bath, Me., U.S.A	55 5	16 1	6 0	30	J. Magranahan, Margaretville, P.E.I.
83,421	Charlie	Weymouth	"	1881	Weymouth, N.S	30 0	10 4	4 6	10	W. H. Eldridge, M.O., Sandy Cove, N.S.
116,812	Charlie Marshall	Cobourg	"	1881	Chicago, Ill., U.S.A	122 4	26 5	9 2	206	George Plunkett and D. Rooney, jr. Cobourg, Ont.
96,970	Charlie Richardson	Shelburne	"	1891	Shelburne, N.S	43 4	16 9	6 6	26	Ralph McKenzie, East Jordan River, N.S.
100,784	Charlotte	Chatham, N.B	"	1889	Caraquet, N.B	38 2	12 1	5 1	13	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
92,551	Charlotte	Ottawa	Barge—Chd	1888	Monte Bello, Que	133 5	22 8	6 0	154	Joseph Wilson, Montreal, Que.
85,642	Charlotte E. C.	Lunenburg	Schr—Glt	1883	Mahone Bay, N.S	74 5	23 0	8 8	80	James Lloy, Halifax, N.S.
116,294	Charlotte S.	Charlottetown	"	1902	Murray Harbour, P.E.I.	35 0	11 9	5 7	14	R. W. Penny, Murray Harbour South, P.E.I.
86,756	Charming Lass	"	"	1882	Herring Neck, Nfld	73 8	21 7	7 9	67	R. H. Jenkins, Charlottetown, P.E.I.
43,109	Chatham Head	Chatham, N.B	"	1862	Miramichi, N.B	49 0	16 2	6 8	24	Alex. Campbell, Baddeck, N.S.
103,841	Chaudière	Ottawa	Barge—Chd	1896	Sturgeon Falls, Ont	66 5	18 0	4 7	72	The French River & Nipissing Nav. Co., Ltd., Sturgeon Falls, Ont.
100,789	Chazalie	Chatham, N.B	Schr—Glt	1890	Caraquet, N.B	37 8	12 8	4 6	11	Mrs. Sarah Young and F. T. B. Young, J.Q., Caraquet, N.B.
72,566	Cherokee	Montreal	Barge—Chd	1875	Garden Island, Ont	151 0	26 0	11 2	365	The Montreal Transportation Co. Ltd. Montreal, Que.
77,586	Cherry	"	"	1878	Montreal, Que	111 5	22 3	6 0	98	F.X. Bertrand, Rigaud, Que.
103,726	Cheslie	Parrsboro'	Schr—Glt	1896	Port Greville, N.S	129 7	33 0	12 1	330	Geo. E. Holder, *et al.*, St. John, N.B.
111,836	Chevalier	Digby	Sloop	1901	Port Maitland, N.S	32 5	10 7	6 0	11	Warren S. Sollows, Port Maitland, N.S.
112,392	Chevoux	Ottawa	Barge—Chd	1902	Ottawa, Ont	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
121,842	Chiblow	Toronto	"	1903	Blind River, Ont	83 0	23 5	2 7	79	Blind River Transportation Co., Ltd. Blind River, Ont.

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.. ..	Chicago	Montreal...	Barge—Chd	1872	Montreal, Que..........	146 0	24 8	10 3	350	Montreal Transportation Co., Ltd., Montreal, Que.
116,876	Chief	St. Catharines	Dredge—drague.	1903	Port Robinson, Ont.....	80 9	30 9	7 9	269	Wm. E. Phin, Welland, Ont.
92,679	Chief Commander...	Pictou, N.S	Schr—Glt	1889	Brulé Point, N.S........	50 4	17 7	6 8	39	Geo. Clarke, Tatamagouche, N.S.
67,000	Chieftain...........	St. John, N.B.	"	1874 1890	Waterborough, N.B...	74 0	26 3	6 5	72	John E. Moore, St. John, N.B.
71,215	Chippewa	Sarnia..............	Sloop	1874	Muskoka, Ont........	94 0	23 8	7 8	132	Muskoka Mill & Lumber Co., Toronto, Ont.
69,217	Chlorus.............	Yarmouth...	Schr—Glt . ..	1875	La Have, N.S	64 0	20 6	8 2	57	D. J. McDonald, Glace Bay, N.S.
116,278	Christie Belle.......	Charlottetown	"	1903	Mosher's River, N.S....	36 5	11 6	5 2	13	James J. Hughes, Souris, P.E.I.
96,730	Christina	Chatham, N.B	"	1888	Caraquet, N.B..........	34 4	12 3	4 6	11	C. Robin, Collas & Co., Ltd., Jersey.
107,707	Cincinnati..........	Toronto............	"	1895	Midland, Ont...........	55 0	20 8	3 7	162	Benjamin A. Patterson, *et al.*, Oakville, Ont.
85,536	Circassian..........	Yarmouth........ .	"	1883	Shelburne, N.S..........	87 0	23 9	10 0	99	A. F. Stoneman, Yarmouth, N.S.
100,533	Citizen....	Digby..............	" ...	1893	Bear River, N.S........	66 0	20 6	7 0	47	Wm. Trahan, Belliveau's Cove, N.S.
122,214	City Dredge No. 2..	Toronto	Dredge—Drague	1906	Toronto, Ont......	90 5	30 5	5 2	233	Corporation of the City of Toronto, Toronto, Ont.
59,494	City Point..........	Halifax.............	Schr—Glt	1872	Mahone Bay, N.S.......	62 0	20 2	7 8	49	Morgan H. Genge, Channel, Nfld.
100,615	City of San Diego...	Victoria...........	......	1881	San Francisco, Cal., U.S.A.	67 5	20 5	6 5	46	Victoria Sealing Co., Ltd., Victoria, B.C.

94,977	Civilian	Liverpool	Schr—Glt	1890	Pubnico, N.S.	80 7	23 8	9 1	97	E. E. Hutchings,, New York, U.S.A.
107,549	Clair	St. John, N.B.	Sloop	1897	North Head, Grand Manan, N.B.	38 2	13 6	4 0	11	Albert Henderson, Grand Harbour, Grand Manan, N.B.
103,561	Claire	Montreal	Barge—Chd	1896	Yamaska, Que.	105 9	22 2	8 9	104	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
72,948	Clairville	Quebec	"	1870	Ste. Emélie, Que	94 6	21 5	6 3	84	F. Dussault, St. Jean Deschaillons, Que.
92,651	Clam Shell	St. Catharines	Dredge—Drague	1887	Tonawanda, N.Y., U.S.A	80 0	20 0	7 0	62	F. B. McNamee, Montreal, Que.
55,864	Clara	Quebec	Schr—Glt	1866	Kamouraska, Que.	42 0	13 4	6 5	18	Pierre Levesque, Trois Pistoles, Que.
107,304	Clara A. Benner	St. Andrews	"	1867	Friendship, Me., U.S.A.	59 3	20 0	7 9	37	Miss Blanche McGee, Back Bay, N.B.
90,693	Clara L.	St. Catharines	Scow—Chd	1885	Black Creek, Ont	75 3	14 6	4 9	45	Wm. Hand, Port Dalhousie, Ont.
122,094	Clara M. Smith	Yarmouth	Sloop	1905	Cape Island, N.S.	30 0	10 6	6 0	10	Frederick C. Smith, Cape Island, N.S.
116,826	Claremont A.	Barrington	"	1904	Clarke's Harbour, N.S.	28 2	11 7	6 1	11	S. B. Penney, M.O., Clarke's Harbour, N.S.
111,739	Clarence B.	Lunenburg	Schr—Glt	1902	Mahone Bay, N.S.	90 8	24 7	9 7	90	Thomas F. Reeves, Port Hawkesbury, N.S.
82,244	Claribel	Charlottetown	"	1881	Charlottetown, P.E.I.	42 3	13 4	6 0	19	Charles Doucet, Cheticamp, N.S.
122,050	Clarica and Myrtle	St. Andrews	Sloop	1906	Grand Manan, N.B.	36 0	13 2	6 2	20	Wm. J. Morse, Grand Manan, N.B.
107,606	Clarisse	Barrington	Schr—Glt	1900	Meteghan, River, N.S.	64 0	22 0	8 5	55	Geo. L. Nickerson, M.O., Port Latour, N.S.
80,662	Clarke	Ottawa	Barge—Chd	1881	Montreal, Que	108 0	22 0	6 5	145	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,891	Claude B. Daley	Barrington	Schr—Glt	1904	Sivrette's Island, N.S.	45 0	15 0	7 5	25	W. E. Smith, Port LaTour, N.S.
121,681	Claymore	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	33 0	11 0	6 0	10	D. A. Gardner, Clarke's Harbour, N.S.
97,172	Clayola	Windsor, N.S	Schr—Glt	1890	Port Maitland, N.S.	89 0	28 2	8 7	123	J. Willard Smith, St. John, N.B.
111,604	Cleeve 1	New Westminster	Barge—Chd	1897	New Westminster, B.C.	51 0	14 0	3 5	19	The Cleeve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
111,605	Cleeve 2	"	"	1897	"	51 0	14 0	3 5	19	" " "
111,981	Cleeve No. 3	Vancouver	Scow—Chd.	1900	"	80 0	25 8	6 0	205	" " "
.....	Cleveland.	Montreal	Barge—Chd	1872	Quebec, Que	138 4	26 1	9 8	328	Montreal Transportation Co., Ltd., Montreal, Que.
85,980	Clifford C	St. John, N.B	Schr—Glt	1882	Rexton, N.B.	81 0	26 5	7 5	97	H. B. Golding, *et al.*, St. John, N.B.
66,040	Clorinthe	Quebec	Schr—Glt	1871	Kamouraska, Que.	41 0	14 0	6 1	22	Joseph Guay, St. Etienne de la Malbaie, Que.
111,569	Clorita	Toronto	"	1898	New York, N.Y., U.S.A.	64 0	16 5	7 4	44	Geo. H. Gooderham, Toronto, Ont.

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103,551	Clovis	Montreal	Sloop	1895	St. Thomas, Que.	92 1	22 2	5 7	84	Marcil Daneau, St. Thomas, Que.
....	Coa	"	Barge—Chd	1861	Montreal, Que.	92 3	17 1	5 8	92	C. Bertrand, Rigaud, Que.
107,929	Cobledick Dredge No. 1.	New Westminster	"	1900	Lytton, B.C.	100 0	26 0	7 0	795	The Cobledick Dredge No. 1 Co., Ltd., London, Eng.
103,955	Cobourg	Montreal	Schr—Glt	1897	Kingston, Ont.	179 6	34 7	11 4	607	Montreal Transportation Co., Ltd. Montreal, Que.
71,601	Colborne	"	Barge—Chd	1874	Montreal, Que	149 0	26 6	9 6	302	A. B. Champagne, Lanoraie, Que.
85,392	Colibri	Port Hawkesbury	Schr—Glt	1884	Magdalen Islands, Que.	16 5	13 0	6 6	18	Murdock A. McDonald, South Cove, N.S.
107,122	Collector	Lunenburg	"	1899	La Have, N.S.	82 8	24 8	9 8	99	W. N. Reinhardt, *et al.*, La Have, N.S.
100,359	Collinsie	Quebec	"	1889	Chicoutimi, Que	64 0	20 4	6 7	57	Alex. Simard, Grand Bay, Chicoutimi, Que.
74,351	Col. Ellsworth	"	"	1860	Essex, Mass., U.S.A.	77 4	22 6	7 6	78	Chas. and Elie Duchene, J. O., St. Irenée, Que.
74,051	Colonel Otter	Canso	"	1876	Barrington, N.S	73 0	21 8	8 5	73	John J. Sangster, Guysboro', N.S.
111,702	Colonia	Lunenburg	"	1901	Lunenburg, N.S.	97 2	25 6	9 7	98	Davis C. Westhaver, Lunenburg, N.S.
107,630	Colonial No. 1	New Westminster	Barge—Chd	1897	New Westminster, B.C.	40 0	12 0	3 0	14	A. E. Tregent, M.O., Vancouver, B.C.
107,635	Colonial No. 2	New Westminster	"	1898	New Westminster, B.C.	60 0	22 0	5 0	59	Robert Fenton. New Westminster, B.C.
111,958	Colonial No. 3	"	"	1899	Steveston, B.C.	55 0	14 0	4 0	28	The Columbia Packing Co., Ltd., Vancouver, B.C.

80,697	Colonna	Montreal	Sloop	1882	St. Thomas, Que	74 5	19 5	4 2	51	E. Latour, Valleyfield, Que.
88,567	Columbia	Kingston	Barge—Chd	1885	Bedford Mills, Ont	101 0	22 7	4 8	84	Benjamin Tett, Bedford Mills, Ont.
111,880	Columbia	Yarmouth	Schr—Glt	1895	Newport, Me., U.S.A.	52 0	13 7	9 0	22	Frank Lovitt, Yarmouth, N.S.
121,694	Columbia	"	Sloop	1905	Tusket Wedge, N.S.	34 0	11 6	6 0	10	N. S. Boudreau, Tusket Wedge, N.S.
....	Comet	Montreal	Schr—Glt	1862	Yamaska, Que	80 7	19 1	5 5	57	W. Patry, Ste. Emélie, Que.
36,350	Comet	Port Hawkesbury	"	1861	Necum Teuch, N.S.	63 6	19 6	9 3	62	A. D. Cormier, Buctouche, N.B.
88,387	Comet	Windsor, N.S.	"	1885	Cornwallis, N.S.	32 0	12 6	4 5	10	Thomas Carter, Red Head, N.B.
112,325	Commodore	Halifax	"	1902	Pereaux, N.S.	51 6	17 4	6 5	29	Geo. Windsor, Bathurst, N.B.
116,983	Commodore Dewey	Kenora	Barge—Chd	1898	Kenora, Ont.	86 0	20 8	5 0	92	Charles G. Pennock, Kenora, Ont.
59,162	Comrade	St. John, N.B.	Schr—Glt	1868	Grand Lake, N.S.	76 7	26 5	7 0	76	W. D. Baskin and J. W. Mundee, St. John, N.B.
101,000	Condor	Chatham, N.B.	"	1888	Shippegan, N.B.	33 0	12 3	4 4	10	James Bowser, Musquodoboit, N.S.
74,071	Condor	Halifax	"	1873	Chezetcook, N.S.	39 5	14 2	5 7	20	D. Smith, Chezetcook, N.S.
92,553	Condor	Montreal	Barge—Chd	1888	Montreal, Que	180 7	34 5	11 6	567	Montreal Transportation Co., Ltd., Montreal, Que.
74,331	Condor	Yarmouth	Schr—Glt	1877	Beaver River, N.S	36 3	12 2	4 2	11	Maurice Haycock, Westport N.S.
116,681	Conductor	Richibucto	"	1877	Essex, Mass., U.S.A.	75 5	22 0	7 5	51	Thomas Hains, Richibucto, N.B.
80,804	Conductor	Windsor, N.S.	Bk—Bq	1880	Cornwallis, N.S.	176 0	37 5	22 8	1063	The Bark Conductor Co., Ltd., Wolfville, N.S.
121,997	Confidence	Lunenburg	Schr—Glt	1906	La Have, N.S	48 2	16 8	7 0	35	Robert Walfield, La Have Islands, N.S.
94,944	Congo	Shelburne	"	1889	Shelburne, N.S.	104 0	28 4	11 0	197	Charles E. Whidden, Antigonish, N.S.
....	Consort	Montreal	Barge—Chd	1862	Montreal, Que	92 1	18 9	9 2	145	Montreal Transportation Co., Ltd., Montreal, Que.
116,413	Constance No. 1	Victoria	"	1904	Victoria, B.C.	42 0	12 0	4 0	13	Arthur R. Barrow, Hill Island, B.C.
103,345	Coquette	Montreal	Yacht	1892	Montreal, Que	35 5	10 0	2 6	3	Arthur Hamilton, Montreal, Que.
100,053	Cora B	St. John, N.B	Schr—Glt	1890	Canning, N.B.	81 5	27 2	7 2	99	Geo. S. Johnson, Lower Granville, N.S.
103,535	Cora Lee	Halifax	"	1867	Bath, Me., U.S.A.	67 2	18 9	6 4	49	R. Harrington, Sydney, N.S.
116,734	Cora Lee	"	"	1904	Beckerton, N.S.	44 8	13 5	6 3	16	Lemuel Kaizer, M.O., Beckerton, N.S.
116,236	Cora May	Digby	"	1905	Shelburne, N.S.	75 0	21 0	8 0	64	C. E. Finningan, *et al.*, Freeport, N.S.

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91,758	Cora May	St. John, N.B.	Schr—Glt	1889	Black River, N.B.	93 9	27 9	7 4	117	Nathaniel C. Scott, St. John, N.B.
....	Coral	Oakville	″	1874	Oakville, Ont.	47 6	13 0	5 0	26	George Blowers, Port Credit, Ont.
112,323	Coral Leaf	Parrsboro'	″	1902	Spencer's Island, N.S.	150 5	33 6	12 7	374	J. Spicer, *et al.*, Spencer's Island, N.S.
111,743	Corean	Lunenburg	″	1902	La Have, N.S	76 8	22 4	9 0	70	J. N. Rafuse, La Have, N.S.
88,304	Corinne	Quebec	″	1881	St. Paul's Bay, Que.	52 0	17 4	5 4	30	E. Bluteau, Petite Rivière Charlebois, St. François, Que.
103,024	Corinto	Parrsboro'	″	1895	Port Greville, N.S	76 8	25 3	7 9	98	W. W. Graham, *et al.*, Parrsboro', N.S.
71,163	Corisande	Port Hope	″	1873	Marine City, Mich., U.S.A.	137 0	26 0	11 1	276	John C. Miller, Parry Sound, Ont.
....	Corn Crib	Montreal	Barge—Chd	1868	Montreal, Que.	132 1	22 7	10 1	296	Alphonse Desrosier, Lanoraie, Que.
97,000	Cornelius	New Westminster	Schr—Glt	1884	San Francisco, Cal., U.S.A.	42 6	15 5	4 0	19	William F. Kent, Vancouver, B.C.
94,889	Cornwall	Montreal	Barge—Chd	1890	Kingston, Ont	178 6	35 2	11 7	586	Montreal Transportation Co., Ltd., Montreal, Que.
111,675	Cornwall	Parrsboro'	Schr—Glt	1901	Port Greville, N.S.	61 5	20 1	5 8	44	G. F. Roy, Kentville, N.S.
116,301	Corona	Charlottetown	″	1904	Cardigan, P.E.I.	98 6	25 8	10 4	177	Mrs. Georgina G. Macdonald, *et al.*, Cardigan, P.E.I.
111,736	Coronation	Lunenburg	″	1902	Mahone Bay, N.S.	93 8	25 0	10 2	98	Henry W. Adams, Lunenburg, N.S.
80,720	Coronation	Paspebiac	″	1902	Paspebiac, Que.	75 6	22 0	8 7	67	C. Robin, Collas & Co., Ltd., Jersey.

92,442	Coronet	Toronto	Schr—Glt	1887	Port Credit, Ont	58 0	16 5	3 6	24	Lionel Yorke, Toronto, Ont.
94,942	Coronilla	Barrington	"	1889	Sable River, N.S.	53 0	15 0	6 0	28	Geo. L. Banks, Barrington, N.S.
77,888	Corrina	Quebec	"	1879	Les Eboulements, Que.	48 3	17 5	6 9	36	Charles Bertrand, Isle Verte, Que.
103,083	Corsair	Chatham, N.B.	"	1893	Caraquet, N.B	33 6	12 0	4 8	10	T. Ahier, Shippegan, N.B.
100,104	Coryl	Parrsboro'	"	1891	Port Greville, N.S.	73 6	19 7	6 2	59	Wells Cole, jr., Port Greville, N.S.
96,940	Cosmo	Charlottetown	Bktn—Bkglt	1891	Grand River, Lot 14, P.E.I.	149 0	30 0	14 9	385	John Yeo, Port Hill, P.E.I.
88,496	Couchiching	Winnipeg	Barge—Chd	1883	Kenora, Ont.	92 6	19 6	7 9	105	The Ontario & Western Lumber Co., Ltd., Kenora, Ont.
90,650	Coup d'Etat	Yarmouth	Sloop	1885	Pubnico, N.S.	38 0	11 7	4 2	12	M. D'Entremont, Pubnico, N.S.
103,368	Courageux	Quebec	"	1895	Les Escoumains, Que.	59 2	19 2	5 4	37	Jacques Saingelais, Les Escoumains, Que.
83,295	Craftsman	Kingston	Barge—Chd	1883	Kingston, Ont.	99 0	16 6	5 1	65	T. Mills, Kingston, Ont.
71,277	Craftsman	"	Schr—Glt	1873	Port Burwell, Ont	132 0	25 8	10 4	266	John Strong, Port Elgin, Ont.
100,345	Crescent	Maitland	"	1902	Lower Selmah, N.S.	86 6	25 6	8 5	99	Andrew Anthony, Lower Selmah, N.S.
103,324	Cricket	Port Hawkesbury	"	1899	Port Hawkesbury, N.S.	36 0	10 4	6 3	10	Richard H. Brown, Sydney Mines, N.S.
111,708	Crofton McLeod	Lunenburg	"	1901	Mahone Bay, N.S.	83 0	24 1	9 5	85	John W. McLean, Mahone Bay, N.S.
64,710	Crown Prince	Port Hawkesbury	"	1871	Port Hawkesbury, N.S.	42 0	14 6	5 7	19	T. C. Cook, Port Mulgrave, N.S.
71,332	Crusade	Digby	"	1851	Essex, Mass., U.S.A.	61 0	17 8	6 8	44	G. F. Simonson, St. John, N.B.
103,162	Crusader	Vancouver	"	1896	Port Moody, B.C.	44 8	14 7	6 2	28	Napoleon J. Mayhew, Vancouver, B.C.
88,290	Crusoe	St. Andrews	"	1886	St. Andrews, N.B.	30 9	12 4	5 6	13	Jos. Boyd, Campo Bello, N.B.
85,441	Cuba	Windsor, N.S.	Bktn—Bkglt	1883	Hantsport, N.S.	140 0	34 0	13 8	453	G. E. Bentley, Port Greville, N.S.
77,578	Cultivateur	Montreal	Sloop	1875	Yamaska, Que.	90 8	22 0	5 4	79	C. J. Marchildon, St. Pierre les Becquets, Que.
122,152	Cumulus	Vancouver	"	1906	Harrison Hot Springs, B.C.	39 7	14 0	5 9	23	Ezekiel G. Warde, Harrison Hot Springs, B.C.
100,741	Curacao	Windsor, N.S.	Bgtn—Bkglt	1894	Horton, N.S.	128 0	29 8	10 8	289	The Brig Curacao Co., Ltd., Horton, N.S.
61,407	Curlew	Chatham, N.B.	Schr—Glt	1872	Shippegan, N.B.	45 2	14 3	6 2	22	P. Luce, Jersey.
103,181	Curlew	Digby	"	1895	Shelburne, N.S.	75 0	19 6	8 5	63	Bland W. Cousins, *et al.*, Digby, N.S.
116,215	Curlew	Quebec	Yawl—yole	1899	Quebec, Que.	46 8	14 3	5 4	23	John T. Molson, Montreal, Que.

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100,916	Cygnet	Chatham, N.B.	Schr—Glt	1887	Caraquet, N.B.	38 3	12 3	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
80,389	Cygnet	Parrsboro'	"	1882	Parrsboro', N.S.	74 1	24 3	8 5	77	J. H. Newcomb, Parrsboro', N.S.
83,381	Cygnet	Toronto	Yacht	1879	Buffalo, N.Y., U.S.A.	44 0	15 5	5 0	27	Thos. McGaw and R. D. Ewing, J.O., Toronto, Ont.
88,348	Cymbeline	Arichat	Schr—Glt	1884 1905	Conquerall, N.S. St. Peter's, N.S.	80 2	23 9	9 2	97	Donald Y. and John A. Stewart, J.O. St. Peter's, N.S.
100,971	Cyprian	Chatham, N.B.	"	1892	Caraquet, N.B.	36 6	12 8	4 4	10	E. Sivret, Caraquet, N.B.
92,731	Cyprus	Toronto	Yacht	1879	Fairlie, G.B.	30 0	6 4	5 4	6	Dugald J. MacMurchy, Toronto, Ont.
85,649	Cyrene	Lunenburg	Schr—Glt	1883	Bridgewater, N.S.	81 2	23 9	9 2	97	Wm. E. LeBlanc, West Arichat, N.S.
77,633	Cyrenian	Sarnia	"	1879	Garden Island, Ont.	135 0	26 0	10 6	376	Geo. C. Smith, Southampton, Ont.
111,637	Cyril	Lunenburg	Schr—Glt	1901	Mahone Bay, N.S.	93 2	25 0	9 6	100	Thomas A. Wilson, *et al.*, Bridgewater, N.S.
107,821	Czar No. 1	Victoria	Scow—Chd	1899	Union, B.C.	92 0	27 4	7 0	143	Wellington Colliery Co., Ltd., Victoria, B.C.
....	D	Montreal	Scow—Chd	1868	Batiscan, Que.	114 8	22 1	8 2	196	George Hurteau, Valleyfield, Que.
111,489	D. T.	Quebec	Schr—Glt	1900	Portneuf, Que.	75 6	22 4	7 2	75	Arthur Tremblay, Portneuf, Saguenay Co., Que.

88,418	D. W. B.	St. John, N.B.	Schr—Glt	1884	Westfield, N.B.	88 3	26 8	7 7	121	W. B. McLean, St. John, N.B.
121,683	D. E. Nickerson	Yarmouth	Sloop	1904	Barrington, N.S.	33 0	11 3	6 0	10	J. L. Nickerson, Clarke's Harbour, N.S.
103,465	D. F. Patchin	Halifax	Schr—Glt	1866	Castine, Me., U.S.A.	70 8	20 3	7 1	59	James R. Laing, *et al.*, Liscomb, N.S.
116,806	D. N. Laroche	Sorel	Barge—Chd	1905	Sorel, Que.	105 8	23 3	7 6	140	Nazaire Laroche, Sorel, Que.
100,591	D. N. Salvail.	Montreal	"	1887	Yamaska, Que.	107 7	22 7	8 4	169	E. Dansereau, Verchères, Que.
100,638	D. W. Gordon	Victoria	Sloop	1892	Victoria, B.C.	39 0	13 0	5 4	12	James E. Butler, M.O., Victoria, B.C.
61,966	D. Cronan	Quebec	Schr—Glt	1870	Mosher's River, N.S.	51 8	18 0	7 4	40	Gustave Berubé, Ste. Anne de la Pocatiere, Que.
121,950	D. Gill	Sorel	Sloop	1906	Pierreville, Que.	107 6	23 2	6 2	117	Willy Gill, Pierreville, Que.
83,368	D. Talbot	Quebec	Schr—Glt	1881	Kegaska, Que.	33 0	11 5	4 4	10	Desiré Talbot, Natashquan, Que.
100,913	Daffodil	Chatham, N.B.	"	1891	Caraquet, N.B.	35 6	12 7	4 4	10	T. Ahier, Shippegan, N.B.
112,221	Dahinda	St. John, N.B.	"	1902	St. John, N.B	54 4	18 3	6 7	36	William M. Mackay, *et al.*, St. John, N.B.
88,445	Daisy	Halifax	Sloop	1884	Dartmouth, N.S.	38 8	12 6	5 5	15	Alfred E. Jones, Halifax, N.S.
107,758	Daisy	Charlottetown	Schr—Glt	1901	Cascumpec, P.E.I.	42 4	12 9	4 7	13	John Agnew, Alberton, P.E.I.
92,584	Daisy	"	"	1890	Mal Bay, Que.	63 4	21 0	9 2	70	Richard Morin, Charlottetown, P.E.I.
103,496	Daisy	Quebec.	Schr—Glt	1895	Shelburne, N.S.	92 0	24 0	9 5	98	Joseph Blais, Berthier (en bas), Que.
100,088	Daisy	St. John, N.B	"	1892	Westfield, N.B.	61 7	18 9	4 6	45	Thos. A. Farris, Waterborough, N.B.
100,890	Daisy	"	"	1894	St. John, N.B.	47 7	15 9	4 1	25	R. A. Elliott, St. John, N.B.
103,180	Daisy	Shelburne	"	1895	Green Harbour, N.S.	32 0	10 1	4 8	10	J. E. Lloyd, Brighton, N.S.
107,112	Daisy Linden.	Digby.	"	1898	Mahone Bay, N.S.	91 2	24 6	9 5	97	Florence S. Daykin, *et al.*, Digby, N.S.
90,427	Daisy Vaughn	Liverpool	"	1886	Barrington, N.S.	69 0	22 0	7 5	71	R. H. Gardner, *et al.*, Brooklyn, N.S.
88,571	Dakota	Montreal	Barge—Chd	1885	Garden Island, Ont.	170 4	30 6	11 9	516	The Montreal Transportation Co. Ltd., Montreal, Que.
112,340	Damaraland	Liverpool	Schr—Glt	1902	Liverpool, N.S.	113 0	30 4	10 8	199	John G. Porter, Kingston, St. Vincent, B.W.I.
....	Dan	Montreal	Barge—Chd	1869	Machmiche, Que.	93 4	18 8	5 1	100	L. Delisle, Valleyfield, Que.
100,655	Dandy	Kingston.	Sloop	1894	Seeley's Bay, Ont.	80 7	17 9	4 6	40	The Capital Sand & Brick Co., Ltd., Ottawa, Ont.
107,369	Daniel Lamb.	Toronto	Dredge—Drague	1896	Toronto, Ont.	90 0	27 6	4 6	18	Corporation of the City of Toronto Toronto, Ont.

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112,065	Daniel M. Munro...	Windsor, N.S	Barge—Chd	1892	Dumbarton, G.B..	220 7	35 0	21 0	1138	D. Munro, Windsor, N.S.
83,115	Daphne...........	Halifax...	Sloop..........	1875	Halifax, N.S., ...	26 0	7 8	4 3	4	John Peters, Halifax, N.S.
111,671	Dara C.	Parrsboro'	Schr—Glt	1901	Port Greville, N.S... ..	153 4	34 8	12 8	402	John W. Cochrane, *et al.*, Fox River, N.S.
85,663	Daring.......	Halifax	"	1880	Sambro, N.S...........	44 2	14 7	6 3	18	Charles Slaunwhite, Terence Bay, N.S.
107,703	Darrow	Toronto.......	House-boat.	1897	Penetanguishene, Ont...	49 5	20 0	2 6	91	David Davidson, Penetanguishene Ont.
85,667	Dart.	Halifax	Schr—Glt	1882	Chezetcook, N.S.......	33 5	12 0	4 4	10	George Jullien, Chezetcook, N.S.
59,470	Dart.	Pictou, N.S.......	"	1871 1895	Mahone Bay, N.S.	58 3	18 9	7 5	44	B. Levandier, West Arichat, N.S.
83,021	Dauntless	Wallaceburg..	"	1867	Oakville, Ont.	105 5	23 4	9 1	156	M. J. Glass, Sarnia, Ont.
100,884	David Lynch.... ...	St. John, N.B.. ...	"	1894	St. John, N.B	83 0	21 1	8 3	65	J. S. Thomas, *et al.*, St. John, N.B.
83,337	Davidson..........	Ottawa....	Barge—Chd	1882	Hull, Que........	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,698	Davie	Toronto....	House-boat.	1896	Penetanguishene, Ont...	46 0	20 0	2 6	81	David Davidson, Penetanguishene, Ont.
100,636	Dawendeena.......	Victoria	Sloop..........	1892	Victoria, B.C..... ...	33 4	11 5	4 5	10	F. T. Schooley, Welland, Ont.
100,605	Dawn	Barrington.........	Schr—Glt	1893	Shelburne, N.S..... ...	68 0	18 0	7 6	49	H. A. Amiro, West Pubnico, N.S.
100,915	Dawn	Chatham, N.B	"	1891	Caraquet, N.B.........	37 0	12 7	4 6	12	Chas. Robin, Collas & Co. Ltd., Jersey.

103,853	Dawn	Halifax	Schr—Glt	1897	Owl's Head, N.S.	38 2	14 0	5 4	13	Charles Tuffts, Dartmouth, N.S.
96,750	Dawn	St. John, N.B.	"	1889	Upper Gagetown, N.B.	39 2	12 8	4 6	12	Chas. L. Currier, Upper Gagetown, N.B.
72,052	Day Spring	Charlottetown	"	1860 1899	Essex, Mass., U.S.A. Port Royal, N.S.	66 5	18 3	7 4	52	Chas. Leblanc, Arichat, N.S.
59,484	Day Spring	Halifax	"	1866	Chester, N.S.	56 2	18 0	7 1	36	Andrew Fougère, River Bourgeoise, N.S.
107,230	De Champlain	Quebec	Barge—Chd	1897	St. Irénée, Que.	99 7	22 5	7 3	122	Louis Gauthier, St. Irénée, Que.
111,405	Deeta M.	Lunenburg	Schr—Glt	1900	Mahone Bay, N.S.	79 6	22 9	9 2	81	Chas. A. McLean, *et al.*, Mahone Bay, N.S.
107,058	Defender	Barrington	"	1901	Coffin's Croft, N.S.	48 0	14 9	5 9	20	M. G. Crocker, Freeport, N.S.
121,910	Defender	"	"	1906	Shelburne, N.S.	74 0	19 7	8 0	53	Paul E. Crowell, Barrington, N.S.
111,711	Defender	Lunenburg	"	1901	Mahone Bay, N.S.	95 6	25 4	10 0	98	Alex. Knickle, Lunenburg, N.S.
103,063	Defender	Yarmouth	"	1895	Pubnico, N.S.	43 2	14 7	6 1	20	A. Murphy, Pubnico, N.S.
92,503	Defiance	St. Andrews	"	1884	Lubec, Me., U.S.A.	33 0	12 8	7 0	17	F. Calder, Campo Bello, N.B.
75,647	Defiance	St. Catharines	"	1859	Port Hope, Ont.	102 0	22 0	7 8	89	R. McLaren, St. Catharines, Ont.
....	Defiance	Toronto	"	1845	Etobicoke, Ont	49 0	14 0	4 9	26	C. McCraney, Toronto, Ont.
66,069	Delia	Quebec	Barge—Chd	1873	Pointe au Pizeau, Que.	95 0	18 0	6 3	91	A. Malette, Lachine, Que.
111,507	Della B.	St. John, N.B.	Schr—Glt	1900	Greenwich, N.B.	56 0	17 4	5 6	43	James A. Belyea, St. John, N.B.
103,118	Della F. Tarr	St. Andrews	"	1883	Salem, Mass., U.S.A.	56 0	17 0	5 7	34	Chas. Abriel, Spry Bay, N.S.
103,095	Delphis	Montreal	Sloop	1890	Sorel, Que	92 7	22 7	6 0	91	D. Chausse, Lanoraie, Que.
90,855	Delta	Charlottetown	Schr—Glt	1886	Lunenburg, N.S.	44 4	16 2	7 0	25	A. J. McFayden, Tignish, P.E.I.
107,699	Delta	Toronto	House-boat	1898	Penetanguishene, Ont.	47 0	20 0	3 0	74	David Davidson, Penetanguishene, Ont.
100,277	Delta	Windsor, N.S.	Schr—Glt	1892	Kempt, N.S.	118 3	30 5	11 9	287	John W. Baxter, Canning, N.S.
92,380	Demozelle	Parrsboro'	"	1888	Hopewell Cape, N.B.	94 0	28 1	9 2	163	Robert S. Kerr, Fox River, N.S.
72,579	Denmark	Kingston	"	1867	Garden Island, Ont.	134 8	25 6	10 9	305	The Calvin Co., Ltd., Garden Island, Ont.
107,314	Despatch	Halifax	"	1894	Halifax, N.S.	27 4	9 4	4 0	6	George E. Francklyn, jr., Halifax, N.S.
83,492	Dessie	Liverpool	"	1882	Brooklyn, N.S.	32 6	11 6	5 1	11	Amasa H. Fiske, Lockeport, N.S.
....	Detroit	Montreal	Barge—Chd	1873	Montreal, Que.	149 6	25 7	10 4	350	Montreal Transportation Co., Ltd., Montreal, Que.

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71,637	Deux Frères	Montreal	Barge—Chd	1872	Lanoraie, Que	99 0	23 0	6 7	102	D. Lacourciére, Batiscan, Que.
80,986	Diamond	Halifax	Schr—Glt	1882	Guysboro', N.S	80 6	24 0	9 4	98	Thos. Boudrot, Arichat, N.S.
107,407	Diamond	Montreal	Barge—Chd	1899	St. Thomas de Pierreville Que.	138 6	28 3	12 6	381	Adolphe Lapierre, jr., Pierreville, Que.
103,934	Diamond Jubilee	Paspebiac	Schr—Glt	1897	Caraquet, N.B	55 0	17 0	6 5	32	W. Martell, Main-à-Dieu, N.S.
94,811	Diana	Victoria	"	1889	Victoria, B.C	65 2	19 9	7 1	50	Victoria Sealing Co., Ltd., Victoria, B.C.
77,607	Dianthus	Halifax	"	1878	Petite Rivière, N.S	57 0	18 7	7 3	45	L. M. and Moses Peardon, Montague Bridge, P.E.I.
97,089	Dictator	Lunenburg	"	1890	Lunenburg, N.S	76 0	23 6	9 4	78	Mark H. Bonnell, Montague, P.E.I.
80,988	Dido	Guysboro'	"	1883	Isaac's Harbour, N.S	64 8	21 0	7 8	59	Freeman McMillan, Isaac's Harbour, N.S.
90,834	Diego	Port Medway	"	1895	East Port Medway, N.S.	48 0	16 3	6 8	27	Album Corkum, Chester, N.S.
46,483	Dielytris	Lunenburg	"	1865	Lunenburg, N.S	71 0	20 3	7 9	58	D. M. McMillan and D. McCanaig, Sydney, N.S.
103,864	Dione	Halifax	Sloop	1898	Dartmouth, N.S	42 8	8 4	5 5	6	G. F. Pearson, Halifax, N.S.
66,679	Diploma	Yarmouth	Schr—Glt	1873	Pubnico, N.S	75 7	21 8	8 1	62	J. T. Dickie and W. C. MacDonald, Georgetown, P.E.I.
103,076	Dipper	Chatham, N.B	"	1893	Shippegan, N.B	37 5	12 2	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
96,826	Director	Victoria	"	1890	Lunenburg, N.S	75 0	23 5	9 0	87	Victoria Sealing Co., Ltd., Victoria, B.C.

92,515	Dispute	St. Andrews	Schr—Glt	1879	St. George, N.B	30 0	12 0	6 4	13	E. R. Patch, Campo Bello, N.B.
107,706	Dixie	Toronto	House-boat	1898	Penetanguishene, Ont	50 0	22 0	3 0	97	David Davidson, Penetanguishene, Ont.
100,583	Dollard	Montreal	Sloop	1892	Pierreville, Que	101 2	23 1	6 3	89	Calixte Daneau, Notre Dame de Pierreville, Que.
107,057	Dollie Varden	Barrington	Schr—Glt	1877	Clare, N.S.	34 7	12 0	4 6	10	Freeman Atwood, Barrington, N.S.
122,002	Dolly Grey	Lunenburg	"	1906	Lunenburg, N.S	41 6	11 2	5 4	13	Samuel Knox, M.O., Kingsburg, N.S.
83,027	Dolly Morden	Wallaceburg	Barge—Chd	1881	Dresden, Ont	120 7	26 1	9 0	198	G. H. Morden, Oakville, Ont.
75,426	Dolphin	Annapolis Royal	Schr—Glt	1878	Port Williams, N.S.	32 0	12 3	8	11	Joseph Mitchell, Hantsport, N.S.
75,430	Dolphin	"	"	1878	Granville, N.S	35 3	12 3	5 2	11	Elias Woodworth, Granville, N.S.
38,418	Dolphin	Arichat	"	1861	Cheticamp, N.S.	59 1	17 4	7 0	36	A. H. Morrison, Guysboro', N.S.
103,533	Dolphin	Halifax	"	1895	Sheet Harbour, N.S.	44 7	14 0	6 0	21	J. T. Thomson, Halifax, N.S.
80,030	Dolphin	St. John, N.B	"	1880	Salmon Bay, N.B.	58 5	20 9	5 3	36	A. D. Mills, Annapolis Royal, N.S.
107,701	Dolphin	Toronto	House-boat	1880	Penetanguishene, Ont	46 0	20 0	2 6	71	David Davidson, Penetangnishene, Ont.
107,797	Domain	St. John, N.B	Schr—Glt	1896	Cambridge, N.B	78 8	25 8	7 0	91	Clifford W. Robinson, Moncton, N.B.
85,736	Dominion	Lunenburg	"	1899	Lunenburg, N.S	77 2	23 7	9 2	96	Andrew Gray, Louisburg, N.S.
116,383	Dominion	Port Arthur	Dredge—Dragne	1905	Port Arthur, Ont	114 0	43 5	12 0	951	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
107,700	Don	Toronto	House-boat	1883	Penetanguishene, Ont	45 0	20 0	3 5	86	David Davidson, Penetanguishene, Ont.
85,344	Donzella	Liverpool	Schr—Glt	1882	Vogler's Cove, N.S.	82 4	24 0	10 1	99	F. W. Hatt, Liverpool, N.S.
112,155	Dora	Chatham, N.B	"	1901	Miscou, N.B	31 0	11 3	4 5	10	Seraphin Dorion, Miscou, N.B.
103,948	Dora	"	"	1899	Caraquet, N.B	37 3	12 9	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
100,917	Dora	"	"	1890	"	36 0	12 6	4 6	11	" "
90,871	Dora	Parrsboro'	"	1886	Yarmouth, N.S	73 0	20 8	7 9	63	Chas. G. Canning, *et al.*, Parrsboro', N.S.
121,686	Dora Lee	Yarmouth	Sloop	1904	Tusket Wedge, N.S	32 0	11 0	6 0	10	J. P. Cotreau, M.O., Tusket Wedge N.S.
100,168	Dora Siewerd	Victoria	Schr—Glt	1891	Lunenburg, N.S	81 1	24 4	9 3	94	Victoria Sealing Co., Ltd., Victoria, B.C.
74,280	Dorchester	Montreal	Barge—Chd	1876	Quebec, Que	148 5	27 1	11 1	375	Montreal Transportation Co., Ltd., Montreal, Que.
122,053	Dorie	Chatham, N.B.	Schr—Glt	1906	Shippegan Island, N.B.	35 0	12 3	4 4	10	Fabien Chiasson (son of Fabien) Lameque, Shippegan Island, N.B.

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100,713	Doris	Montreal	Sloop	1893	Pierreville, Que	109 0	22 8	10 4	186	Adolf Lomer, Montreal, Que.
83,446	Doris	Victoria	Schr—Glt	1882	Victoria, B.C	68 0	21 5	7 2	60	Victoria Sealing Co., Ltd., Victoria, B.C.
107,300	Doris M. Pickup	Annapolis Royal	"	1901	Granville, N.S	141 0	33 0	12 3	373	Mrs. Hiddie Feore, Mobile, Ala., U.S.A
111,899	Dorothy	St. John, N.B	"	1905	Meteghan River, N.S	62 0	19 4	6 6	49	J. H. Longmire, M.O., Bridgetown, N.S.
121,882	Dorothy	Yarmouth	Sloop.	1905	Barrington, N.S	31 0	10 6	6 0	10	Percy O. Smith, Port La Tour, N.S.
117,164	Dorothy M. Porter	Windsor, N.S	Schr—Glt	1906	Falmouth, N.S	98 0	26 7	10 6	168	John G. Porter, Kingston, St. Vincent, B.W.I.
116,540	Douglas Adams	Lunenburg	"	1905	Lunenburg, N.S	93 8	25 0	10 2	99	Henry W. Adams, M.O., Lunenburg, N.S.
100,999	Dove	Chatham, N.B	"	1891	Shippegan, N.B	33 6	12 3	4 8	10	T. Ahier, Shippegan, N.B.
117,145	Dove	Halifax	"	1905	Petpiswick, N.S	35 0	11 5	4 8	10	George Myrer, M.O., Petpiswick, N.S.
117,022	Dove	Sydney	"	1901	New Campbelton, N.S	67 1	18 8	7 2	49	Jas. T. Burchell, Port Morien, N.S., and Angus Campbell, Big Bras d'Or, N.S.
94,721	Dove	Windsor, N.S.	"	1888	Cornwallis, N.S	43 0	12 7	4 8	17	R. George, Parrsboro', N.S.
92,597	Dread Not	Sydney	"	1888	Little Bras d'Or, N.S	31 4	13 3	5 1	10	Andrew Walsh, Little Bras d'Or, N.S.
57,472	Dreadnaught	Annapolis Royal	"	1870	Granville, N.S	35 5	13 5	5 6	11	William Hamilton, Granville, N.S.
116,671	Dreadnaught	St. Andrews	Sloop	1896	Quaco, N.B	33 4	13 8	6 0	18	Eaton Green, Grand Manan, N.B.

90,760	Dreadnaught	St. John, N.B	Schr—Glt	1886	Johnston. N.B.	48 9	16 4	4 7	29	John Cole, Johnston, N.B.
74,326	Dreadnaught	"	"	1877	Richmond, N.S.	46 6	16 0	5 5	20	John Ross, Cornwallis, N.S.
74,357	Dreadnot	Halifax	"	1877	Brulé, N.S.	51 0	17 8	6 3	28	Reuben Smith, Cape Sable Island, N.S.
111,972	Dredge Frank	Southampton	Dredge—drague	1892	Bay City, Mich., U.S.A.	78 5	28 0	7 0	154	A. F. Bowman, Southampton, Ont.
107,193	Dredge Hackett	"	"	1897	Wiarton, Ont.	62 0	22 3	6 0	50	C. M. Bowman, *et al.*, Southampton, Ont.
117,102	Dredge No. 2	Ottawa	"	....		84 0	29 5	8 3	247	The Dominion Dredging Co., Ltd., Ottawa, Ont.
121,847	Dredge No. 3	Toronto	"	1872	Buffalo, N.Y., U.S.A.	75 2	24 0	6 0	108	The Erie & Ontario Dredging Co. Ltd. Welland, Ont.
117,173	Dredge No. 3	Windsor, Ont.	"	1902	Bay City, Mich., U.S.A.	76 0	24 0	9 0	136	Robert G. Stewart and Emmanuel Tassé, J.O., Ottawa, Ont.
107,881	Dredge No. 4	Montreal	"	1899	Lévis, Que.	90 0	36 1	9 3	436	Harbour Commissioners of Montreal, Montreal, Que.
116,242	Dredge No. 5	Sault Ste. Marie	"	1896	Buffalo, N.Y., U.S.A.	76 0	28 6	8 0	174	W. H. Plummer, Sault Ste. Marie, Ont.
112,010	Dredge No. 6	Port Arthur	"	1891	Duluth, Minn., U.S.A.	90 0	24 0	8 4	313	James Whalen, Port Arthur, Ont.
116,384	Dredge No. 8	"	"	1888	" "	96 0	36 0	9 5	415	The Great Lakes Dredging Co., Ltd., Port Arthur, Ont.
116,241	Dredge No. 8	Sault Ste. Marie	"	1894	Buffalo, N.Y., U.S.A.	82 0	30 0	7 6	187	W. H. Plummer, Sault Ste. Marie, Ont.
107,593	Dredge No. 9	Owen Sound	"	....	Lockport, N.Y., U.S.A.	71 0	22 2	7 0	127	A. G. McKay, Owen Sound, Ont.
100,310	Dredge No. 15	Windsor, Ont.	"	1891	Saginaw, Mich., U.S.A.	100 0	34 4	9 5	174	A. F. Bowman, *et al.*, J. O. Southampton, Ont.
116,269	Dredge Simcoe	Toronto	"	1901	Beaverton, Ont.	80 5	28 2	6 0	136	Frederick D. Brown, Toronto, Ont.
74,103	Drucilla May	Halifax	Schr—Glt	1877	Shoal Bay, N.S.	39 5	14 8	6 0	19	J. G. Morrison, Englishtown, N.S.
80,097	Druid	St. John, N.B.	"	1882	Portland, N.B.	81 3	27 2	7 5	97	J. H. Driscoll, St. John, N.B.
86,233	Drummuir	Victoria	Ship	1882	Liverpool, G.B.	270 5	39 2	24 0	1798	The Ship 'Drummuir' Co., Ltd., Victoria, B.C.
116,912	Drusie	Paspebiac	Schr—Glt	1905	Liverpool, N.S.	100 3	25 5	9 5	99	John C. Le Quesne, *et al.*, Paspebiac, Que.
107,625	Dryfe	New Westminster	Barge—Chd	1898	Vancouver, B.C	50 0	14 6	4 0	23	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
111,428	Duchess	Halifax	Schr—Glt	1902	Indian Harbour, N.S.	38 5	11 7	6 0	12	A. A. Zwicker, Indian Harbour, N.S.
72,737	Duchess of Bedford	Victoria	"	1877	Yokahama, Japan.	65 8	18 9	7 5	66	The Duchess of Bedford, London, Eng.
90,812	Dude	Port Hope	Sloop	1880	Sodus Point, N.Y., U.S.A	28 0	9 0	3 0	3	A. Campbell, Lakeport, Ont.
107,443	Duff	Vancouver	Scow—Chd	1898	Vancouver, B.C.	98 6	23 0	5 8	101	British American Corporation, Ltd., Rossland, B.C.

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122,068	Duke of York	Montreal	Dredge—drague	1903	Montreal, Que	74 5	25 1	6 0	144	W. J. Poupore, Montreal, Que.
......	Duluth	"	Barge—Chd	1873	Quebec, Que	139 0	26 0	10 0	337	Montreal Transportation Co., Ltd., Montreal, Que.
117,106	Dun Donald	Ottawa	Houseboat	1904	Sturgeon Falls, Ont	64 0	18 0	7 0	64	French River & Nipissing Navigation Co., Ltd., Sturgeon Falls, Ont.
....	Dundee	Montreal	Bk—Bq	1870	St. Catharines, Ont	125 2	23 6	10 0	262	Hugh Kelly, Toronto, Ont.
103,250	Dunmore	"	Schr—Glt	1895	Kingston, Ont	182 5	34 9	11 9	590	Montreal Transportation Co., Ltd., Montreal, Que.
103,384	Dunrobin	Winnipeg	Barge—Chd	1895	Keewatin, Ont	47 6	13 2	5 4	20	Dominion Fish Co., Ltd., Winnipeg, Man.
75,624	Dwina	Shelburne	Schr—Glt	1878	Port le Bear, N.S	67 0	21 0	7 0	52	Wm. L. and A. E. Michaud, Richibucto, N.B.
107,455	E. C. E. 1	Vancouver	Scow—Chd	1893	Vancouver B.C	76 0	27 2	6 5	116	George Coleman, Vancouver, B.C.
112,251	E. C. E. No. 9	"	"	1901	"	87 6	28 7	6 8	142	" " "
112,252	E. C. E. No. 10	"	"	1902	"	87 4	28 5	6 8	142	" " "
112,255	E. C. E. No. 11	"	"	1902	"	87 6	28 5	6 8	142	" " "
111,826	E. C. No. 1	"	"	1899	"	79 3	30 0	7 0	143	Edward Cook Vancouver, B.C.

111,814	E. C. No. 2	Vancouver	Scow—Chd	1901	Vancouver, B.C.	70 0	22 5	6 1	85	Edward Cook, Vancouver, B.C.
111,821	E. C. No. 3	″	″	1886	″	79 3	27 0	6 0	114	″ ″ ″
112,240	E. C. No. V	″	″	1901	″	75 0	25 0	6 6	105	″ ″ ″
116,458	E. H. H. & Co. No. 2	″	″	1902	″	65 2	22 0	5 0	53	Ed. H. Heaps, *et al.*, Vancouver, B.C.
100,762	E. A. Fulton	Sarnia	Schr—Glt	1863	Toledo, Ohio, U.S.A.	137 0	25 0	10 3	288	Frank Jackson and R. Philip, J.O., Toronto, Ont.
103,265	E. A. Lombard	St. John, N.B	″	1864	Essex, Mass., U.S.A.	76 6	21 5	7 3	63	H. J. Marson, St. John, N.B.
90,479	E. A. O Brien	Maitland	Bk—Bq	1891	Noel, N.S.	185 0	37 4	21 3	1037	Osmond O'Brien, Noel, N.S.
90,839	E. A. Sabean	Port Medway	Schr—Glt	1901	Liverpool, N.S.	121 8	30 2	11 1	249	Amos Sabean, Port Medway, N.S.
88,253	E. B. Colwell	St. John, N.B	″	1883	Carleton, N.B	44 6	14 3	5 9	19	Robt. and John Barry, Beaver Harbour, N.B.
94,810	E. B. Marvin	Victoria	″	1884	Kennebunk, Me., U.S.A	92 2	24 4	8 8	96	Victoria Sealing Co., Ltd., Victoria, B.C.
121,906	E. C. Francis	Barrington	Sloop	1906	Clark's Harbour, N.S.	31 2	11 8	5 8	12	Byron H. Smith, Clark's Harbour, N.S.
107,254	E. C. Ward	New Westminster	Schr—Glt	1896	Fairhaven, Wash., U.S.A	27 5	10 6	4 1	10	Wm. Cruickshank, New Westminster, B.C.
77,604	E. D. Myra	Halifax	″	1878	LaHave, N.S.	60 0	19 8	7 5	43	John E. Beaver, Pleasant Harbour, N.S.
61,132	E. G. Benedict	Montreal	″	1869	Mill Point, Ont	104 5	26 2	8 3	155	Thomas Lucas, Windsor, Ont.
116,877	E. G. Lewis	St. Catharines	Barge—Chd	....		96 0	18 0	8 6	113	Abraham H. Bradley, Marshville, Ont.
77,694	E. H. Rutherford	Hamilton	Schr—Glt	1881	Port Dalhousie, Ont.	133 6	22 2	10 7	286	Robt. Crawford, Kingston, Ont.
100,129	E. J. McVea	Wallaceburg	″	1873	Allegany, Mich., U.S.A.	140 4	25 7	10 2	276	W. W. Stover, Sombra, Ont.
59,373	E. M. Oliver	St. Andrews	″	1876	Back Bay, N.B.	37 2	14 0	6 1	14	Mrs. Annie Harkins, Dipper Harbour, N.B.
116,327	E. M. Roberts	Parrsboro'	″	1903	Port Greville, N.S	133 2	32 9	12 0	322	Fred. W. Roberts, *et al.*, Parrsboro', N.S.
116,506	E. M. Zellars	Lunenburg	″	1904	Lunenburg, N.S.	82 5	24 0	9 0	84	Emanuel Zellars, M. O., Lunenburg, N.S.
71,267	E. R. C. Proctor	Cobourg	″	1878	Brighton, Ont	109 4	25 5	9 2	163	J. E. Proctor, Brighton, Ont.
73,083	E. Bonaventure	Montreal	Barge—Chd	1874	Lanoraie, Que.	99 9	22 9	6 9	111	Oliver Paul, Sorel, Que.
103,550	E. Maurice	Halifax	Schr—Glt	1896	Ship Harbour, N.S.	61 5	18 2	6 7	46	Wm. Maurice, Bay St. George, Nfld.
103,739	E. Mayfield	Parrsboro'	″	1898	Parrsboro', N.S.	70 7	22 2	7 3	75	B. E. Merriam, Parrsboro', N.S.
80,395	E. Merriam			1882	″	132 1	31 3	12 9	331	F. C. Beatteay, St. John, N.B.

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97,192	Eagle	Chatham, N.B	Schr—Glt	1891	Tracadie, N.B	48 6	17 1	5 8	29	Wm. Ferguson, Tracadie, N.B.
100,998	Eagle	"	"	1892	Shippegan, N.B	33 0	12 2	4 4	10	T. Ahier, Shippegan, N.B.
....	Eagle	Montreal	Barge—Chd	1872	Quebec, Que	136 5	26 0	9 8	316	Montreal Transportation Co., Ltd., Montreal, Que.
83,113	Eaglet	Halifax	Sloop	1880	Lunenburg, N.S	24 4	9 7	3 5	3	Lt. Douglas G. Prinsep, R.A., Halifax, N.S.
107,294	Earl D	Annapolis Royal	Schr—Glt	1900	Port George, N.S.	74 0	21 8	7 7	61	Elias Woodworth, Port George, N.S.
116,904	Earl Grey	Parrsboro	"	1906	Port Greville, N.S	144 3	34 0	12 1	379	G. Melville Cochrane, M. O., Fox River, N.S.
103,013	Earl of Aberdeen	Parrsboro'	"	1894	Parrsboro', N.S.	154 7	35 2	12 6	416	H. E. Mosher, *et al.*, Parrsboro', N.S.
111,730	Earle V. S	Lunenburg	"	1902	Mahone Bay, N.S	93 2	25 0	9 6	100	Howard Wynacht, Lunenburg, N.S.
64,711	Early Dawn	Arichat	"	1872	Port Hawkesbury, N.S	45 3	15 7	5 8	26	Geo. H. Bissett, River Bourgeoise, N.S.
80,885	Earnest Fisher	St. John, N.B	"	1881	St. Patrick, N.B	50 8	19 4	5 0	31	J. P. Loughrigg, Tynemouth, N.B.
74,091	Eastern Clipper	Halifax	"	1861	Georgetown, P.E.I	58 5	18 4	6 3	35	M. S. Magrath, East Dover, N.S.
107,609	Eastern Light	Weymouth	"	1902	Weymouth, N.S	49 0	17 0	6 0	40	P. W. Robinson, Grand Manan, N.B.
37,445	Echo	Liverpool	"	1836	Shelburne, N.S	48 0	12 9	7 3	31	David Condon and John De Molitor, Halifax, N.S.
....	Echo	Toronto	"	1869	Toronto, Ont	69 0	11 1	5 7	50	D. C. Smith, Belleville, Ont.

103,479	Echo........	Victoria	Schr—Glt	1891	Fairhaven, Wash., U.S.A.	47 8	13 7	5 7	24	Miss Mary L. Jones, Victoria, B.C.
75,813	Eclipse............	Halifax............	"	1877	Port Piswick, N.S	55 0	19 8	8 0	52	Constant Garnier, Bay St. George, Nfld.
83,261	Economist....	Digby.......	"	1883	Granville, N.S.........	36 5	14 3	5 6	14	Jessie Parker, Paul's Harbour, N.S.
42,726	Ecossaise.........	Quebec.	"	1860	Malbaie, Que.....	46 4	15 8	6 0	23	Bernadin Caron, Malbaie, Que.
111,895	Eddé Theriault....	Weymouth........	"	1904	Belliveau's Cove, N.S...	104 0	27 3	10 0	168	Peter A. Theriault, *et al.*, Belliveau's Cove, N.S.
116,313	Eddie	Amherstburg..	" ...	1892	Mount Clements, U.S.A	59 5	17 6	3 6	29	H. A. Hackett, Amherstburg, Ont.
103,053	Eddie C....	Yarmouth	Schr—Glt	1892	Argyle, N.S	32 0	10 5	5 0	11	Leander Amiro, Pubnico, N.S.
121,791	Eddie C	"	Sloop	1905	Port Clyde, N.S.......	30 0	11 0	6 0	10	C. D. Cooke, Port la Tour, N.S.
103,066	Eddie J....	"	Schr—Glt	1895	Pubnico, N.S..........	49 8	17 0	6 5	23	A. M. D'Entremont. *et al.*, Pubnico N.S.
116,205	Eddie James...	"	"	1903	Shelburne, N.S..... ..	78 0	22 6	9 0	79	Henry A. Amiro, West Pubnico, N.S.
121,800	Edessa	"	Sloop	1905	Shelburne, N.S....	38 0	12 2	6 6	15	J. B. Clements, Yarmouth, N.S.
61,611	Edith	Guysboro'....	Schr—Glt ...	1874	Guysboro', N.S.........	63 1	19 4	7 4	49	A. E. Lacroix, St. Pierre, Miquelon.
96,976	Edith	Halifax.....	"	1892	Sable River, N.S.......	54 0	17 5	7 4	40	J. H. McDonald, Gabarouse, N.S.
100,339	Edith	Maitland..........	"	1894	Maitland, N.S	69 7	18 5	5 7	45	R. H. Putnam, Onslow, N.S.
96,865	Edith	Prescott......... ..	Barge—Chd ...	1897	Toronto, Ont.....	130 0	27 0	11 0	353	The Canada Sugar Refining Co., Ltd. Montreal, Que.
116,528	Edith F. S....	Lunenburg	Schr—Glt ...	1905	La Have, N.S	69 4	21 8	8 5	67	J. Schmeisser, M.O., La Have, N.S..
85,633	Edith L...........	Digby	"	1883	Westport, N.S.........	46 6	12 8	5 2	16	R. W. Ford, Westport, N.S.
112,280	Edith L...........	"	"	1902	Port Maitland, N.S.....	46 6	13 0	6 0	26	Jas. A. Adams, Port Maitland, N.S.
103,060	Edith M.......	Quebec............	"	1895	Argyle, N.S......	48 0	15 5	5 3	20	Zoel Jomphe, Seven Islands, Que.
116,830	Edith Pauline	Barrington	Sloop	1903	Shelburne, N.S.	32 0	11 0	6 0	10	Reuben C. Swim, Clarke's Harbour, N.S.
116,914	Edith R. Balcom. ..	Lunenburg.	Schr—Glt	1903	Lunenburg, N.S	98 0	25 9	9 7	100	Reuben Balcom, *et al.*, Victoria. B.C.
121,828	Edmond	Montreal	Sloop..........	1906	Leclercville, Lotbiniere, Que.	75 1	6 6	8 6	68	Edmond Perusse, Leclercville, Lotbiniere, Que.
61,606	Edmund Russell....	Arichat............	Schr—Glt	1871	Isaac's Harbour, N.S ..	47 0	15 6	6 0	28	William F. Harris, Cheticamp, N.S.
96,864	Edna	Prescott..	Barge—Chd	1897	Montreal, Que.........	129 4	28 0	11 2	369	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
107,075	Edna	St. John, N.B	Sloop..........	1898	St. John, N.B.... . .	24 8	7 0	2 3	3	W. H. McIntyre, St. John, N.B.

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107,919	Edna Belle	St. Andrews	Sloop	1900	West Isles, N.B.	35 0	12 7	5 2	14	Walter Cheney, Grand Manan, N.B.
116,239	Edna L.	Digby	Schr—Glt	1905	Rossway, N.S.	31 5	11 3	5 5	11	K. H. A. Lewis, M.O., Rossway, N.S.
112,238	Edna M. Smith	St. John, N.B	Bk—Bq	1903	Harvey Bank, N.B.	164 9	35 1	18 0	736	John N. Smith, *et al.*, Lower Coverdale, N.B.
112,003	Edna V. Pickels	Annapolis Royal	Schr—Glt	1905	Salmon River, N.S.	154 5	35 0	12 0	389	F. W. Pickels, M. O., Annapolis Royal, N.S.
107,897	Edouard Dina	Montreal	Sloop	1899	Notre Dame de Pierreville, Que,	77 8	19 2	5 4	50	Adrien Leveillèe, St. Michel d'Yamaska, Que.
117,103	Edson Fitch	Ottawa	Barge—Chd	1904	Hull, Que	120 0	24 0	7 9	171	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,449	Edward	"	"	1889	Buckingham, Que.	67 8	15 7	5 0	30	Geo. Bothwell, Buckingham, Que.
73,912	Edward Blake	Kingston	Schr—Glt	1872	Port Burwell, Ont.	138 6	25 8	12 2	312	Thos. Mills, Kingston, Ont.
107,954	Edward Grover	Lunenburg	"	1874	Essex, Mass., U.S.A.	79 6	21 6	7 8	69	Geo. A. Cruikshank, Sydney, N.S.
103,114	Edward Morse	St. Andrews	"	1888	Friendship, Me., U.S.A.	56 0	17 6	6 3	32	A. Calder, jr., Campo Bello, N.B.
74,101	Edward S. Falt	Halifax	"	1877	Petite Rivière. N.S.	68 5	20 6	8 2	68	J. C. Seeley, Bonne Bay, Nfld.
117,033	Edwards Bros. No. 3	Sault Ste. Marie	Dredge—drague	1902	Sault Ste Marie, Mich, U.S.A.	63 0	22 0	5 4	202	Jacob Stevenson, Sault Ste. Marie, Ont.
103,106	Edwidge	Montreal	Sloop	1894	Yamaska, Que	107 2	23 0	9 6	173	Jos. Daneau, Pierreville, Que.
97,080	Edwin A. Grozier	Charlottetown	Schr—Glt	1862	Essex, Mass., U.S.A	69 0	19 8	7 4	57	Neil McDougall, Charlottetown, P.E.I

97,023	Edwina.	Barrington	Schr—Glt	1889	Shag Harbour, N.S	34 0	11 9	5 3	11	Moses Penny, Cape Island, N.S.
111,715	Edyth	Lunenburg	"	1901	Mahone Bay, N.S.	120 4	27 2	11 2	198	Abraham Ernst, Mahone Bay, N.S.
103,789	Effie B. Nickerson	Shelburne	Sloop	1898	Shelburne, N.S	44 0	17 0	7 3	22	A. Stanley and J. E. Gaskill Grand Manan, N.B.
111,425	Effie Howard	Halifax	Schr—Glt	1902	Sheet Harbour, N.S.	45 9	13 6	6 2	23	Edward R. Heather, Pugwash, N.S.
80,721	Effie Maud	Quebec	"	1879	Métis, Que.	68 1	20 9	7 5	66	Joseph Guimont, Matane, Que.
100,875	Effie Maud	St. John, N.B	"	1893	Newcastle, N.B	62 1	22 0	5 9	62	J. M. Chapman, Canning, N.B.
116,512	Effie May	Lunenburg	"	1904	Lunenburg, N.S	64 2	18 7	7 8	49	Mrs. Dorothy E. Nauss, Dartmouth, N.S.
107,795	Effie May	St. John, N.B	Schr—Glt	1899	Cumberland Bay, N.B.	69 9	24 5	6 5	67	Thomas H. Branscombe, Waterborough, N.B.
75,421	Effie Young	Annapolis Royal	"	1877	Granville, N.S	83 4	24 0	8 5	119	A. Elliott, Port George, N.S.
107,299	Effort	"	"	1901	"	73 0	22 7	8 0	63	W. A. Piggott, *et al.*, Granville, N.S.
92,649	Effort	Wallaceburg	Barge—Chd	1889	Wallaceburg, Ont.	72 8	20 8	4 5	51	Mrs. Marion Ribble, Dresden, Ont.
80,008	Egeria	St. John, N.B	Bk—Bq	1879	Harvey, N.B	173 1	35 9	19 5	897	E. E. Hutchins, New York, U.S.A.
....	Eight (8)	Montreal.	Barge—Chd	1871	Pierreville, Que	93 3	19 0	4 0	99	N. Vigneau, Montreal, Que.
121,730	Eileen	Vancouver	Yawl—Yole	1904	Vancouver, B.C.	23 1	9 0	4 4	8	Walter E. Graveley, Vancouver, B.C.
77,603	Eldon C.	Halifax	Schr—Glt	1878	La Have, N.S	50 0	17 0	6 5	27	Angus Bowser Halifax, N.S.
121,866	Eldora	Lunenburg	"	1906	"	76 6	22 6	9 0	79	Amiel Corkum, M.O., LaHave, N.S.
53,811	Electric Flash	Halifax	"	1869	Vogler's Cove, N.S	67 0	21 0	7 6	53	Dominique Fougère, Descouse, N.S.
80,790	Electric Light	Digby	"	1881	Freeport, N.S	52 4	18 3	6 8	34	Emily H. Dillon, *et al.*, Digby, N.S.
112,099	Electro	Lunenburg	"	1902	La Have, N.S	80 0	23 2	9 2	88	Edmund B. Walters, La Have, N.S.
107,150	Electron	Vancouver	Scow—Chd	1880	Victoria, B.C.	72 8	20 2	6 0	64	Canadian Pacific Railway Co., Montreal, Que.
116,605	Elevator Dredge Premier.	Montreal	Dredge—Drague	1905	Montreal, Que	86 0	31 5	9 2	177	F. Gilbert, Montreal, Que.
116,979	Elie Anne	Chatham, N.B	Schr—Glt	1905	Caraquet, N.B.	40 0	13 2	5 8	17	X. X. Lanteigne, Caraquet, N.B
88,408	Elihu Burritt	Parrsboro'	"	1858	Gloucester, Mass., U.S.A	63 6	18 6	7 0	50	J. W. Spicer, Spencer's Island, N.S.
73,012	Elisa	Quebec	Barge—Chd	1875	St. Jean Deschaillons	82 7	21 5	6 4	81	Gédéon Goyer, Montreal, Que.
103,109	Elise.	Montreal	Sloop	1894	St. Thomas, Que	130 2	29 3	11 4	321	J. Abbotts, Montreal, Que.

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92,465	Elisha Crowell	Halifax	Sloop	1869	Essex, Mass., U.S.A.	72 5	20 9	7 7	69	S. R. Giffin, Isaac's Harbour, N.S.
103,590	Eliza	Chatham, N.B.	"	1896	Caraquet, N.B.	38 0	13 1	4 8	13	C. Robin, Collas & Co., Ltd., Jersey.
100,293	Eliza	"	Schr—Glt	1891	Shippegan, N.B.	37 6	13 6	5 0	15	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
71,616	Eliza	Montreal	Sloop	1873	Yamaska, Que.	107 0	22 6	7 2	117	Pacific Plante, Sorel, Que.
64,141	Eliza	Victoria	Schr—Glt	1872	Saanich, B.C	79 8	25 1	4 8	48	Jos. A. Sayward, Victoria, B.C.
71,138	Eliza Allan	Port Dover	"	1875	Port Dover, Ont.	84 6	21 1	7 7	110	Ed. Harris, Port Dover, Ont.
59,391	Eliza Ann	St. Andrews	"	1877	Grand Manan, N.B.	31 2	12 0	5 0	12	John Wills, Grand Manan, N.B.
103,536	Eliza C	Halifax	"	1896	Chezetcook, N.S.	45 4	14 6	5 3	17	D. E. Conrad, M.O., Chezetcook, N.S.
....	Eliza Fisher	Port Hope	"	1867	Portsmouth, U.S.A.	94 2	24 4	9 3	137	R. C. Smith, Port Hope, Ont.
116,821	Eliza Goreham	Barrington	"	1904	Port Clyde, N.S.	83 3	22 6	8 2	79	Charles A. Goreham, *et al.*, Wood's Harbour, N.S.
92,464	Eliza M	Chatham, N.B.	"	1888	New London, P.E.I.	43 5	14 2	5 3	18	Jos. L. Shea, Lot No. 1, P.E.I.
....	Eliza Quinlan	Port Hope	"	1870	Port Hope, Ont.	97 3	18 8	9 0	131	A. Campbell, Lakeport, Ont.
77,822	Eliza Smith	Arichat	"	1878	Chezetcook, N.S.	53 0	18 4	7 6	44	M. LeBlanc, Margaree, N.S.
90,557	Eliza White	Kingston	"	1867 1887	Port Burwell, Ont.	93 0	23 3	8 3	106	P. McManus, Picton, Ont.

111,522	Elizabeth	Digby	Sloop	1900	Comeauville, N.S.	36 5	14 0	7 0	21	E. C. Comeau, *et al.*, Comeauville, N.S.
77,843	Elizabeth	Halifax	Schr—Glt	1879	Beaver Cove, N.S.	52 3	18 1	6 7	30	John Arsenault, M.O., Barra Head N.S.
51,791	Elizabeth	Liverpool	〃	1866	Port Mouton, N.S	40 0	14 8	6 5	20	John Campbell, Liverpool, N.S.
59,909	Elizabeth	Quebec	〃	1869	Malbaie, Que	50 0	15 0	5 7	27	J. Caron, Macnider, Que.
61,148	Elizabeth Ann	Montreal	〃	1869	Mill Point, Ont.	44 0	10 5	5 4	18	J. Adamson, Toronto, Ont.
71,390	Elizabeth Ann	Parrsboro'	〃	1877	Parrsboro', N.S	28 3	11 3	4 0	6	C. R. Church, Fort Lawrence, N.S.
103,325	Elizabeth Ann	Port Hawkesbury	〃	1899	Cheticamp, N.S.	34 6	11 3	5 5	11	David Bourgeois, Cheticamp, N.S.
96,768	Elizabeth Ann	Port Hawkesbury	〃	1891	Cheticamp, N.S	32 2	11 2	4 9	11	C. Robin, Collas & Co., Ltd., Jersey.
88,503	Elizabeth Nash	Sydney	〃	1883	George's River, N.S.	50 0	18 8	7 2	36	J. H. Christie, Little Bras d'Or, N.S.
......	Elk	Hamilton	〃	1856	Port Robinson, Ont.	102 0	21 2	10 0	180	E. H. Butters, New York, U.S.A.
83,308	Ella	Liverpool	〃	1879	Brooklyn, N.S	33 5	10 6	4 5	10	J. C. Hanson, Mahone Bay, N.S.
85,961	Ella	St. John, N.B.	〃	1878	Portland, N.B	32 4	13 8	5 0	13	Alex. W. Baird, St. John, N.B.
75,824	Ella B.	Halifax	〃	1878	Sheet Harbour, N.S.	62 8	20 5	8 1	62	John Jimeau, North Sydney, N.S.
83,069	Ella Clarissa Eddy	Ottawa	Barge—Chd	1881	Hull, Que.	111 4	22 2	7 0	141	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,481	Ella D	Halifax	Schr—Glt	1884	Pleasantville, N.S.	49 6	17 6	6 8	32	J. L. Oxner, Chester Basin, N.S.
116,928	Ella G.	Victoria	〃	....	Ballard, Wash., U.S.A.	49 4	13 6	6 6	16	J. C. Voss, Victoria, B.C.
80,797	Ella H	Digby	〃	1878	Beaver River, N.S	38 2	12 6	4 8	13	Milton Haines, *et al.*, Freeport, N.S.
116,872	Ella M.	St. Catharines	Dredge—Drague	1904	Welland, Ont.	101 0	37 0	9 2	384	M. J. Hogan, Montreal, Que.
80,882	Ella Mabel	St. Andrews	Schr—Glt	1880	St. George, N.B	34 6	12 4	7 0	14	Alec. Calder, jr., Campo Bello, N.B.
121,994	Ella Mason	Lunenburg	〃	1906	Lunenburg, N.S.	74 2	22 4	8 7	74	Isaac D. Mason, M.O., Lunenburg, N.S.
90,712	Ella May	Halifax	〃	1885	Chester, N.S.	40 2	14 7	6 3	19	Chas. Cook, Isaac's Harbour, N.S.
80,832	Ella May	Lunenburg	〃	1880	West Dublin, N.S.	37 0	12 1	5 4	16	Chas. Tufts, Dartmouth, N.S.
103,328	Ella May	Port Hawkesbury	〃	1900	Steep Creek, N.S.	54 0	14 8	7 5	34	Hibbert Carr, Steep Creek, N.S.
57,191	Ella Moore	Windsor, N.S.	Bk—Bq	1867	Cornwallis, N.S	136 0	30 1	14 6	391	G. E. Franklyn, Halifax, N.S.
64,044	Ella P.	Digby	Schr—Glt	1874	Freeport, N.S	47 0	17 4	5 5	23	John Denton, Frankport, N.S.

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107,312	Ella S	Halifax	Schr—Glt	1893	Spry Bay, N.S.	31 2	9 8	5 4	10	James Glawson, Pope's Harbour, N.S.
88,594	Ellen A. Read	Yarmouth	Ship 3 m	1884	Tusket, N.S.	230 5	41 6	24 0	1750	Robert Moore, London, Eng.
107,127	Ellen L. Maxner	Lunenburg	Schr—Glt	1899	Lunenburg, N.S	87 5	23 5	9 3	93	Henry W. Adams, *et al.*, Lunenburg, N.S.
90,726	Ellen Maud	Halifax	〃	1887	Mahone Bay, N.S.	40 4	13 9	6 0	16	W. H. Whiston, Halifax, N.S.
69,173	Ellen May	Pictou, N.S.	〃	1873	Lunenburg, N.S.	68 0	20 6	8 5	60	D. Arthur Foster, Pictou Landing, N.S.
107,343	Ellen R	Yarmouth	〃	1901	Pubnico, N.S.	44 2	15 5	5 4	20	John D. Forbes, Wood's Harbour, N.S.
75,443	Ellie	Gaspé	〃	1874	St. Augustin, Que	38 6	13 0	5 6	16	H. Carboneau, Natashquan, Que.
74,074	Ellie	Halifax	〃	1876	West Dublin, N.S	84 0	24 0	9 7	96	The Port Hood Coal Co., Ltd., Halifax, N.S.
116,521	Ellwood	Sydney	〃	1905	Lunenburg, N.S	48 5	13 5	6 1	16	Robert D. Nutter, Glace Bay, N.S.
107,637	Ellwood	New Westminster	〃	1898	Seattle, Wash., U.S.A.	28 0	8 0	3 0	5	Thos. H. Worsnop, Atlin, B.C.
77,740	Elmer	Digby	〃	1879	Beaver River, N.S.	41 4	14 0	5 4	15	Wm. S. Ross, Rossway, N.S.
85,465	Elmire	Quebec	〃	1883	Anse St. Jean, Que	57 6	20 0	7 8	49	Louis Lessard, Quebec, Que.
116,441	Elsie	Liverpool	〃	1903	Shelburne, N.S.	112 0	27 0	9 3	149	Fenwick W. Hatt, Liverpool, N.S.
100,189	Elsie	Montreal	Sloop	1889	Boston, Mass., U.S.A.	20 4	6 8	1 9	1	Robt. C. Nelles, Montreal, Que.

83,205	Elsie	Windsor, N.S.	Schr—Glt	1881	Parrsboro', N.S.	34 9	13 4	4 9	10	Andrew Miller, St. John, N.B.
111,633	Elsie F	Lunenburg	"	1900	Chester Basin, N.S.	66 2	20 6	8 4	62	James Freda, Chester, N.S.
103,785	Elva	Shelburne	"	1897	Shelburne, N.S	98 0	24 0	9 0	119	Ed. A. Dunphy, Shelburne, N.S.
103,424	Elva M.	Charlottetown	"	1895	Mahone Bay, N.S.	79 6	23 3	9 3	92	Edward Boswell, Victoria, P.E.I.
112,262	Elzear	Montreal	Sloop	1902	Yamaska, Que.	86 0	22 0	5 8	82	Delphis Millette, Sorel, Que.
75,432	Emaroy	Ottawa	Barge—Chd	1867	Ticonderoga, N.Y., U.S.A.	86 0	14 7	6 6	79	Nelson Flowers, Ottawa, Ont.
107,718	Emblem	Vancouver	Scow—Chd	1896	Ladner, B.C	41 5	12 0	2 7	10	Pacific Coast Packing Co., Ltd., Vancouver, B.C.
80,729	Emelia	Quebec	Schr—Glt	1880	St. Irénée, Que	44 5	16 5	5 9	25	David Toussaint, St. Jean Port Joli, Que.
53,819	Emelia	"	"	1864	Lotbinière, Que	63 8	20 0	6 5	47	Eugène Singelet, Les Escoumains, Que.
71,412	Emerald	Charlottetown	"	1874	Murray River, P.E.I	46 1	14 8	6 4	25	Jas. Bourke, Georgetown, P.E.I.
71,068	Emerald	Collingwood	Barge—Chd	1875	St. Catharines, Ont	137 0	26 3	9 0	463	G. J. Cook, Toronto, Ont.
103,749	Emerald	Digby	Schr—Glt	1896	La Have, N.S.	52 9	17 3	6 5	29	John Casey, *et al.*, Granville, N.S.
85,417	Emerald	St. Catharines	Bk—Bq	1872	Port Colborne, Ont.	139 0	25 6	11 5	322	F. McMaster, Deseronto, Ont.
107,372	Emerald	Sydney	Schr—Glt	1899	Aspy Bay, N.S	44 5	13 7	5 3	15	Jeremiah Curtis, Ingonish, N.S.
103,246	Emérillon	Montreal	Sloop	1894	St. Thomas, Que	90 1	21 4	5 2	84	A. Gervais, St. Michel d'Yamaska, Que.
66,028	Emérillon	Quebec	Schr—Glt	1870	Baie St. Paul, Que	37 0	12 0	5 8	14	Auguste Michaud, Isle Verte, Que.
116,446	Emerson Faye	Digby	"	1904	Shelburne, N.S	66 0	18 4	7 8	47	Milton Hains and Edwin Hains Freeport, N.S.
88,293	Emery	Quebec	Barge—Chd	1884	St. Ours, Que	99 5	21 8	6 5	97	F. Paul, St. Pierre de Sorel, Que.
80,578	EmeryBailey	Windsor, Ont.	Schr—Glt	1868	Toledo, Ohio, U.S.A.	70 0	17 9	4 2	47	R. Smith, Oakville, Ont.
100,801	Emigrant	Victoria	Scow—Chd	1890	Port Discovery, Wash., U.S.A.	82 0	24 8	5 0	78	Wm. J. Macaulay, Victoria, B.C.
107,226	Emile	Quebec	Schr—Glt	1897	St. Thomas, Que	65 6	22 1	6 6	55	F. Morel and Joseph Gagné, St. Anne de la Pocatiére, Que.
103,150	Emile Vézina	"	Sloop	1894	Isle aux Grues, Que	53 2	19 6	4 4	31	Emelien Vézina, Isle aux Grues, Que.
64,714	Emilie B.	Shelburne	Schr—Glt	1873	Port Hawkesbury, N.S.	49 5	15 7	6 5	29	Chas. P. Thomas, Sandy Cove, N.S.
111,680	Emily	Parrsboro'	"	1902	Spencer's Island, N.S	64 6	23 1	6 5	59	G. A. Morris, *et al.*, Advocate Harbour, N.S.
94,844	Emily	Windsor, Ont.	Scow—Chd	1890	Belle River, Ont.	62 4	15 1	3 0	29	E. Parent, Belle River, Ont.

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116,554	Emily Anderson	Maitland	Schr—Glt	1906	Lower Selmah, N.S.	118 4	30 6	10 0	218	William Anthony, Maitland, N.S.
112,362	Emily B. Maxwell	Port Hope	"	1881	Manitowoc, Wis. U.S.A.	148 5	30 3	10 6	327	James H. Peacock, M.O., Port Hope, Ont.
121,657	Emily C.	Yarmouth	Sloop	1905	Meteghan, N.S.	33 0	10 4	6 0	11	N. Comeau, Meteghan, N.S.
103,492	Emily L.	Lunenburg	Schr—Glt	1895	Mahone Bay, N.S.	35 8	11 2	4 5	10	John F. Ryan, Halifax, N.S.
77,636	Emily May	Kingston	Sloop	1879	Dog Lake, Ont.	70 2	16 6	4 1	31	J. Laffner, Kingston, Ont.
92,585	Emma	Gaspé	Schr—Glt	1890	Sydenham, Gaspé, Que.	39 5	13 1	5 5	19	Thos. Kennedy, Douglastown, Que.
96,723	Emma	Chatham, N.B.	"	1889	Shippegan, N.B.	36 5	13 0	5 0	15	Sebastian Noël, Shippegan, N.B.
54,133	Emma	Halifax	"	1867	Chester, N.S.	47 1	16 2	6 8	25	Levi Oxner, Chester Basin, N.S.
....	Emma	Montreal	Barge—Chd	1864	Yamaska, Que.	87 8	22 3	5 6	81	Moïse Lamirande, St. Thomas, Que.
85,776	Emma	"	Sloop	1883	Lachine, Que.	96 0	19 0	6 4	99	P. St. Denis, Lachine, Que.
83,082	Emma	Pictou, N.S.	Schr—Glt	1880	Margaree, N.S.	42 0	15 0	6 5	24	H. Hayden, River John, N.S.
103,988	Emma	Quebec	"	1897	Berthier, Que.	36 0	12 4	5 0	13	Jos. Bilodeau, Berthier, Que.
111,493	Emma	"	"	1900	Mille Vaches, Que.	62 2	20 4	6 6	53	Charles Gagnon, St. Siméon, Que.
92,516	Emma	St. Andrews	"	1873	Essex, Mass., U.S.A.	47 0	13 3	5 0	22	Walter Calder, Campo Bello, N.B.

121,884	Emma B	Yarmouth	Sloop	1905	Cape Island, N.S.	31 0	10 6	6 0	10	Walter S. Ross, Cape Island, N.S.
103,542	Emma Brow	Halifax	Schr—Glt	1896	Harbour au Bouche, N.S.	43 0	13 4	6 4	17	F. Fougere, Harbour au Bouche, N.S.
79,913	Emma C.	Annapolis Royal	"	1883	Dorchester, N.B	76 7	25 1	8 3	100	Isaac Hutchison, Brighton, N.S.
107,604	Emma D	Weymouth	"	1900	Mavilette, N.S	42 0	13 3	6 0	20	Théophile Doucette, Mavilette, N.S.
57,476	Emma E. Potter	Annapolis Royal	"	1870 1894	Clements, N.S	93 6	24 5	8 0	98	Samuel Potter, Clementsport, N.S.
85,738	Emma F.	Lunenburg	"	1881	Port Medway, N.S.	35 3	11 8	5 6	13	Mrs. Eliza Cook, Halifax, N.S.
71,357	Emma Gidney	Halifax	"	1876	Mink Cove, N.S	61 0	18 5	7 5	48	J. P. Savage, Amherst, Magdalen Islands, Que.
121,992	Emma H	Lunenburg	"	1906	Mahone Bay, N.S.	73 0	22 7	8 3	71	Abraham Ernst, M.O., Mahone Bay, N.S.
117,054	Emma Jane	Canso	"	1906	White Haven, N.S.	38 0	13 3	7 0	16	John L. George, White Haven, N.S.
83,083	Emma Proctor	Port Hawkesbury	"	1881	Port Hawkesbury, N.S	58 0	20 9	7 8	41	Alex. F. Cameron, Sherbrooke, N.S.
85,439	Emma R. Smith	Windsor, N.S.	"	1883	Horton, N.S	131 0	30 0	15 8	386	E. E. Hutchins, Brooklyn, N.Y., U.S.A.
59,382	Emma T. Story	St. John, N.B	"	1862 1888	Bristol, Me., U.S.A.	48 3	18 8	6 4	40	R. A. Cameron, St. John, N.B.
121,909	Emmie G.	Barrington	Sloop	1906	Clark's Harbour, N.S.	31 0	11 0	6 0	10	Vincent Nickerson, Cape Island, N.S.
74,211	Empereur du Fleuve	Montreal	"	1872	St. François, Que.	96 5	22 6	6 1	95	L. Turcotte, St. Michel d'Yamaska, Que.
100,911	Emperor	Chatham, N.B	Schr—Glt	1892	Caraquet, N.B	36 3	12 7	4 4	10	T. Ahier, Shippegan, N.B.
85,333	Emperor	Lunenburg	"	1882	Mahone Bay, N.S	61 3	20 9	7 7	51	A. W. Bragg, Channel, Nfld.
116,390	Empire	Port Arthur	Barge—Chd	1906	Collingwood, Ont.	160 0	40 0	12 0	768	The Canadian Towing & Wrecking Co., Ltd., Port Arthur, Ont.
75,569	Empress	Arichat	Schr—Glt	1877	La Have, N.S	60 0	20 0	7 6	47	Simon Poirier, Descouse. N.S,
75,904	Empress	Charlottetown	"	1878	Escuminac, N.B.	50 5	16 4	6 9	26	John Gosbee, Murray Harbour, P.E.I.
107,761	Empress	"	"	1901	Montague, P.E.I.	118 0	30 8	12 6	335	George Wightman, Montague, P.E.I.
100,786	Empress	Chatham, N.B.	"	1888	Caraquet, N.B.	38 0	12 9	4 8	12	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
72,576	Empress	Kingston	Sloop	1876	Seely's Bay, Ont.	84 0	19 3	5 3	62	James Doherty, Belleville, Ont.
112,133	Empress	Shelburne	"	1897	Sedgewick, Me., U.S.A.	28 0	12 0	5 1	8	A. H. Perry, Black Point, N.S.
107,123	Emulator	Lunenburg	Schr—Glt	1899	Shelburne, N.S.	90 0	24 3	9 6	99	Geo. Buffett, M.O., Grand Bank, Nfld.
111,513	Ena & Elsie	St. John, N.B	Sloop	1897	Grand Manan, N.B.	36 9	14 0	5 2	13	J. A. Doon and Geo. Gardner, J.O., St. Andrews, N.B.

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83,202	Enchantress	St. Andrews	Schr—Glt	1881	Cornwallis, N.S.	34 6	12 0	5 2	10	Peter Dixon, Grand Manan, N.B.
88,356	Energy	Lunenburg	"	1884	Mahone Bay, N.S.	78 3	24 0	9 3	97	Isaac Jackson, North Sydney, N.S.
....	Energy	Montreal	Barge—Chd	1872	Montreal, Que	109 0	23 2	9 3	194	J. T. Scanlan, Montreal, Que.
92,425	England	Prescott	"	1863	Brockville, Ont.	148 0	28 0	9 6	341	James Buckly, Prescott, Ont.
94,735	Ensenada	Windsor, N.S.	Bktn—Bkglt.	1889	South Maitland, N.S	196 0	37 0	19 1	999	F. C. Lockhart, *et al.*, Brooklyn, N.Y., U.S.A.
94,659	Enterprise	Lunenburg	Schr—Glt	1888	LaHave, N.S.	74 4	23 2	8 9	70	William Mallett, Summerside, P.E.I.
100,432	Enterprise	Moncton	Bktn—Bkglt.	1891	Hopewell Cape, N.B.	159 3	33 4	13 0	499	J. L. Peck, M.O., Hillsboro', N.B.
....	Enterprise	Port Dover	"	1864	Long Point, Ont	40 5	11 0	4 8	16	F. A. Greatwood, Toronto, Ont.
....	Enterprise	Port Hope	"	1871	Port Hope, Ont.	90 0	17 0	6 8	105	Ontario Bank, Toronto, Ont.
107,414	Ephrem	Montreal	Barge—Chd	1899	Yamaska, Que.	104 3	22 8	8 3	144	Joseph Bertrand, Champlain, Que.
112,103	Erema H.	Halifax	Schr—Glt	1902	Mahone Bay, N.S.	73 6	22 2	8 8	71	Jonathan Evans, Grand Bank, Nfld.
96,941	Eric	St. John, N.B	"	1890	St. John, N.B.	94 1	27 1	7 5	119	Nathaniel C. Scott, St. John, N.B.
64,941	Erie	Quebec	Barge—Chd	1871	Quebec, Que	123 5	24 8	9 3	207	W. W. Tate, Montreal, Que.
77,816	Erie Queen	Port Rowan	Schr—Glt	1874	Port Rowan, Ont.	115 0	23 6	10 2	217	James O'Guy, *et al.*, Oshawa, Ont.

71,131	Erie Stewart	Port Dover	Schr—Glt	1874	Port Dover, Ont	117 6	23 6	10 6	230	John Pigott, *et al.*, J.O., Chatham, Ont.
111,434	Ermynthrude	Halifax	"	1902	Shelburne, N.S	57 0	17 4	7 6	36	Archibald Darrach, Herring Cove, N.S.
100,581	Ernest	Montreal	Barge—Chd	1892	Pierreville, Que	108 2	23 0	7 8	109	E. Daneau, Pierreville, Que.
103,776	Esk	Chatham, N.B	Schr—Glt	1897	Caraquet, N.B	40 0	13 3	5 0	14	Mrs. Sarah Young and F. T. B. Young J.O., Caraquet, N.B.
80,860	Esme	Lunenburg	Sloop	1881	Halifax, N.S	28 0	8 4	4 4	5	Jos. Rudolph, jr., Lunenburg, N.S.
61,446	Espérance	Chatham, N.B	Schr—Glt	1871	Shippegan, N.B	31 8	11 4	4 4	10	Thos. Ahier, Shippegan, N.B.
75,691	Espérance en Marie	Quebec	"	1878	St. Alexis, Que	42 3	17 0	5 8	23	T. Guenard *dit* Durand, Grand Bay, Saguenay, Que.
88,698	Essie C.	St. John, N.B	"	1885	Jemseg, N.B	74 7	26 0	6 5	73	Jno. E. Moore, St. John, N.B.
100,772	Estelle	Chatham, N.B	"	1892	Caraquet, N.B	37 1	13 5	5 0	13	P. Rive, Caraquet, N.B.
80,718	Estelle	Quebec	"	1880	Sault-au-Mouton, Que	75 0	23 5	8 1	90	Wm. Price, Quebec, Que.
107,332	Estelle	Yarmouth	"	1899	Pubnico, N.S.	35 0	12 4	5	15	W. M. D'Entremont, Pubnico, N.S.
121,809	Estrella	"	Sloop	1905	Tusket Wedge, N.S	35 0	11 2	6 0	11	N. Pothier, Tusket Wedge, N.S.
117,141	Etha May	Halifax	Schr—Glt	1905	Dover, N.S	41 2	11 5	5 2	11	G. Johnson, Dover, N.S.
116,347	Ethel	Arichat	"	1896	Canso, N.S	36 3	10 4	6 0	11	F. B. Saunders, Canso, N.S.
100,787	Ethel	Chatham, N.B	"	1891	Caraquet, N.B	38 6	12 8	4 5	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
107,473	Ethel	Digby	"	1899	White Cove, N.S	46 0	15 7	6 1	22	Wm. Trahan, Belliveau's Cove, N.S.
112,087	Ethel	Lunenburg	"	1902	Petite Rivière, N.S	93 2	24 6	9 4	99	W. N. Reinhardt, La Have, N.S.
96,863	Ethel	Prescott	Barge—Chd	1897	Toronto, Ont	130 0	27 0	11 2	335	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
103,113	Ethel	St. Andrews	Schr—Glt	1881	Pubnico, N.S	30 0	11 0	5 0	10	W. J. Galbraith, Lepreaux, N.B.
85,551	Ethel	Yarmouth	"	1884	Tusket Wedge, N.S	88 5	23 6	9 5	93	A. O. Porter, Tusket Wedge, N.S.
83,238	Ethel Aggie	Charlottetown	"	1882	Cape Traverse, P.E.I	58 7	19 4	7 5	48	Clovis Richards, Buctouche, N.B.
83,196	Ethel Blanche	Pictou, N.S	"	1884	Murray Harbour North, P.E.I.	43 2	15 0	5 7	17	Michael Pool, Souris, P.E.I.
94,705	Ethel Clarke	Digby	Bktn—Bkglt	1891	Bear River, N.S	142 3	32 0	12 2	397	W. G. Clarke, *et al.*, Bear River, N.S.
116,890	Ethel G	Arichat	Schr—Glt	1904	White Head, N.S	38 0	11 5	5 0	12	T. George, White Haven, N.S.

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112,236	Ethel M.	St. John, N.B	Sloop	1901	St. John, N.B	24 3	9 8	3 0	5	William McAvity, St. John, N.B.
107,475	Ethel May	Digby	"	1899	Parker's Cove, N.S	33 0	12 7	6 0	16	George E. Corbett, Annapolis Royal, N.S.
121,688	Ethel May	Yarmouth	"	1904	Clarks Harbour, N.S	33 0	11 4	6 0	10	S. Messenger, Cape Island, N.S.
107,793	Ethel & Carrie	St. John, N.B	"	1896	St. John, N.B	39 8	14 0	6 2	15	Albert Wooster, Grand Harbour, Grand Manan, N.B.
100,436	Ethyl B. Sumner	Moncton	Schr—Glt	1901	Harvey, N.B	136 9	33 0	12 1	353	F. W. Sumner, Moncton, N.B.
96,788	Etienne	Halifax	Sloop	1888	Halifax, N.S	28 3	9 0	3 7	4	John E. Butler, Halifax, N.S.
100,353	Etna	Quebec	"	1886	St. Michel, Que	37 6	13 8	5 0	14	Joseph Bergeron, Les Eboulements, Que.
103,231	Etoile	Montreal	"	1894	St. Thomas, Que	83 6	21 4	4 8	61	A. Lavigne, St. Paul, Que.
75,757	Etta	Yarmouth	Schr—Glt	1879	Brookville, N.S	44 0	14 5	5 5	17	J. C. Webber, Westport, N.S.
111,527	Etta H.	Digby	"	1901	Port Maitland, N.S.	33 0	10 2	5 9	10	Ed. Welsh, *et al.*, Westport, N.S.
122,137	Etta M.	Yarmouth	Sloop	1905	Barrington, N. S.	30 0	10 6	6 0	10	Clifford Kendrick, Shag Harbour, N.S.
121,796	Etta N.	"	"	1904	Cape Island, N.S	31 0	11 4	6 0	10	J. G. Newell, Cape Island, N.S.
103,795	Etta Vaughan	Shelburne	Schr—Glt	1899	Shelburne, N. S.	83 0	23 6	9 4	98	John A. McGowan, Shelburne, N.S.
85,372	Eudora	Halifax	Bk—Bq	1882	Maccan, N.S	185 1	38 9	22 3	1110	George O'Brien, Maccan, N.S.

80,684	Eugène Demers	Montreal	Sloop	1881	Gentilly, Que	99 8	24 2	8 9	159	C. Labrecque, Lanoraie, Que.
80,754	Eugénie	Quebec	Schr—Glt	1880	Esquimaux Point, Que.	62 0	19 5	8 0	48	Alphonse Tremblay, Matane, Que.
107,356	Eulalie C.	Sydney	"	1897	North Sydney, N.S.	31 3	12 1	4 8	6	John Leonard, Main-à-Dieu, N.S.
112 310	Eureka	St. Andrews	Sloop	1901	Grand Manan, N.B.	33 4	13 0	5 5	14	L. C. Guptill, Grand Manan, N.B.
90,708	Euretta King	St. Catharines	Scow—Chd	1887	Welland, Ont.	110 9	23 2	6 6	130	Allan J. Holloway, Toronto, Ont.
72,941	Europa	Montreal	Sloop	1875	Quebec, Que	129 0	23 1	9 6	244	Montreal Transportation Co., Ltd., Montreal, Que.
80,672	Eva	"	Barge—Chd	1881	Yamaska, Que	106 0	22 6	7 0	154	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
97,036	Eva	Yarmouth	Schr—Glt	1891	Tusket, N.S.	35 4	11 9	4 7	10	Gabriel Bourke, Tusket, N.S.
107,320	Eva Gertrude	Halifax	"	1899	Lockeport, N.S.	59 8	17 7	7 3	34	J. N. Pettipas, Bay of Islands, Nfld.
116,518	Eva June	Lunenburg	"	1904	Lunenburg, N.S.	94 6	25 0	10 0	93	A. Corkum, M.O., La Have, N.S.
85,731	Eva L. H.	Shelburne	"	1883	Mahone Bay, N. S.	65 2	22 0	8 2	62	Bradford P. Thorburn, Shelburne, N.S.
88,677	Eva Lynch	St. John, N. B	Bktn—Bkglt	1884	Portland, N.B	154 6	32 0	13 2	458	Alexander Wilson, St. John, N.B.
121,901	Eva M.	Barrington	Sloop	1905	Clarke's Harbour, N.S.	30 0	11 9	6 0	11	Allen Swim, M.O., Clarke's Harbour, N.S.
96,785	Eva M. B.	Halifax	Schr—Glt	1890	Chezetcook, N.S.	55 4	19 9	8 0	45	Wm. Kaiser, Port Beckerton, N.S.
90,644	Eva Mc	Yarmouth	"	1885	Argyle, N.S.	44 6	14 5	5 5	19	Thos. E. Nickerson, Pubnico, N.S.
88,370	Eva Marie	Victoria	"	1884	Victoria, B.C.	108 0	18 4	6 7	77	Victor Jacobsen, Victoria, B.C.
116,343	Eva May	Arichat	"	1903	St. Peter's, N.S	37 5	11 6	5 0	11	Samuel Sampson, St. Peter's, N.S.
90,432	Eva May	Charlottetown	"	1901	Summerside, P.E.I.	76 7	21 3	9 0	69	James G. Farrow, Tyron, P.E.I.
83,136	Eva Stewart	Parrsboro'	"	1881	Bdrigewater, N.S.	82 6	24 2	9 3	98	E. Mooré, Parrsboro', N S.
100,705	Evadne	Pictou, N. S.	"	1900	River John, N.S.	129 2	34 0	12 1	361	Charles Archibald, Halifax, N.S.
117,048	Evangeline	Barrington	Sloop	1905	Clarke's Harbour, N.S.	30 0	11 8	6 7	11	Foster Crowell, Clarke's Harbour, N.S.
92,417	Evangeline	Chatham, N.B.	Schr—Glt	1889	Tracadie, N.B.	33 8	11 4	5 0	11	Wm. Fruing & Co., Ltd., Jersey.
100,905	Evangeline	"	"	1892	Caraquet, N.B.	36 0	12 3	4 4	10	P. Rive, Caraquet, N.B.
92,564	Evangeline,	Halifax	"	1885	Chezetcook, N.S.	42 5	15 8	6 3	23	John A. Neville, Halifax, N.S.
116,675	Evangeline	St. Andrews	Sloop	1903	Shelburne, N.S.	37 0	13 3	5 6	15	Arthur Green, Grand Manan, N.B.

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122,115	Evangeline	Sydney	Sloop	1906	Ingonish, N.S	33 6	11 9	5 3	10	John G. Hines, Ingonish, N.S.
112,281	Eveline	Digby	Schr—Glt	1902	Meteghan, N.S	40 0	13 7	7 0	22	Cesare Robichaud, Meteghan, N.S.
103,064	Eveline	Yarmouth	"	1895	Morris Island, N.S	32 4	10 8	4 4	8	T. Moulison, Yarmouth, N.S.
103,794	Evelyn	Charlottetown	"	1899	Shelburne, N.S	107 0	26 5	10 6	167	J. C. Crosby, St. John's, N'fl'd.
......	Evelyn	Kingston	"	1867	Storrington, Ont	90 1	22 2	5 7	97	Wm. Myles, Kingston, Ont.
116,520	Evelyn	Lunenburg	"	1905	Lunenburg, N.S	48 0	13 8	6 0	18	Daniel Deal, *et al.*, Rose Bay, N.S.
66,987	Evelyn	St. John, N. B	"	1874	Salmon Bay, N.B	72 8	24 4	6 8	70	John Henry Potter, Canning, N.S.
100,737	Eventide	Windsor, N. S	Schr—Glt	1893	Princeport, N.S	75 2	25 4	8 6	97	The Edward Sinclair Lumber Co., Ltd., Newcastle, N.B.
86,540	Everett G. Griggs	Victoria	Bktn—Bkglt	1883	Belfast, Ireland	308 2	42 9	25 1	2351	The Everett G. Griggs Ship Company, Ltd., Victoria, B.C.
94,855	Evolution	Parrsboro'	Schr—Glt	1889	Spencer's Island, N.S	107 0	28 3	10 5	173	Thos. Boudrot, Arichat, N.S.
111,945	Ewen No. 2	New Westminster	Barge—Chd	1898	New Westminster, B.C.	70 0	24 0	5 5	92	A. Ewen, New Westminster, B.C.
111,944	Ewen No. 4	"	"	1900	" "	60 0	18 0	4 3	46	" "
100,248	Excelsior	Halifax	Schr—Glt	1894	Spry Bay, N.S	38 5	12 2	5 8	14	Mrs. M. W. Andrews, Isaac's Harbour, N.S.
37,521	Exchange	Liverpool	"	1839	Old Sabrock, Me., U.S.A.	70 0	22 0	8 5	86	J. Slaunwhite, Mahone Bay, N.S.

80,8	Exenia	Windsor, N.S.	Schr—Glt	1880	Cornwallis, N. S	43 0	15 5	6 2	18	Wm. Sparks, *et al.*, Grand Manan, N.B.
100,172	Exephire	Montreal	Sloop	1890	Pierreville, Que	86 8	22 0	6 0	79	F. Lamontagne, St. Louis de Bonsecours, Que.
94,678	Extenuate	Halifax	Schr—Glt	1879	Mahone Bay, N.S.	34 0	11 1	5 0	10	Alex. Tough, Harrietsfield, N.S.
121,714	F. No. 1	Vancouver	Scow—Chd	1904	Nanaimo, B.C	75 0	27 0	7 0	86	John D. Foreman, Vancouver, B.C.
111,496	F. B.	Quebec	Schr—Glt	1899	Tadousac, Que	46 4	15 5	5 6	24	Joseph E. Cloutier, Chicoutimi, Que.
107,933	F. B. & Co. No. 1	New Westminster	Barge—Chd	1900	New Westminster, B.C.	70 0	26 0	4 5	82	Wm. H. Dauphine, New Westminster, B.C.
100,318	F. B. Lovitt	Yarmouth	Bktn—Bkglt	1893	Belliveau's Cove, N.S.	170 0	34 0	13 0	554	F. B. Lovitt Shipping Co., Ltd., Yarmouth, N.S.
103,198	F. P. Wade	Halifax	Schr—Glt	1895	Liverpool, N.S	89 0	24 3	9 1	99	Arthur Crooks, M.O., Liscomb, N.S.
100,632	F. C. No. 1	Victoria	Scow—Chd	1891	Nanaimo, B.C	60 0	20 0	4 9	49	J. D. Foreman, Vancouver, B.C.
90,818	F. H. Burton	Kingston	Schr—Glt	1853	Dundas, Ont	103 0	20 5	9 0	137	John Hart, *et al.*, Picton, Ont.
80,898	F. J. Boswell	Ottawa	Barge—Chd	1880	Hull, Que	110 0	22 8	7 2	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,011	F. L. Danforth	St. Catharines	"	1872	Tonawanda, N.Y., U.S.A	187 0	33 0	14 0	643	The Quebec Transportation & Forwarding Co., Ltd., Quebec, Que.
83,424	F. Richard	Weymouth	Schr—Glt	1883	Meteghan, N.S	81 5	23 0	8 2	94	Thomas German, *et al.*, Meteghan River, N.S.
111,997	F. W. Pickels	Annapolis Royal	"	1902	Bridgetown, N.S.	146 0	33 0	12 5	386	Mrs. Hiddie Feore, Mobile, Ala., U.S.A.
116,708	F. W. Thompson	Quebec	"	1904	Leclercville, Que	94 8	23 2	7 8	119	David Tousignant, Leclercville, Que.
90,614	F. & E. Givan	Moncton	"	1886	Cambridge, N.B	78 1	27 0	7 9	99	F. W. Givan, Moncton, N.B.
111,543	F. & R. No. 1	Vancouver	Barge—Chd	1899	New Westminster, B.C	77 1	28 2	6 7	86	George H. French, Vancouver, B.C.
111,823	F. & R. No. 2	"	"	1897	Vancouver, B.C.	68 5	21 9	6 0	80	" "
116,786	F. & R. No. 3	"	"	1904	"	74 5	30 0	7 0	131	G. H. French and C. E. Robertson J.O., Vancouver, B.C.
72,577	Fabiola	Picton, Ont.	Schr—Glt	1852 1876	Oakville, Ont Portsmouth, Ont.	95 0	22 3	9 0	131	James Swift, Kingston, Ont.
66,058	Fabiola	Quebec	"	1872	Deschambault, Que	100 0	22 6	9 6	147	Thomas Frenette, Portneuf, Que.
100,852	Fabiola	"	"	1893	Anse St. Jean, Que	70 2	21 9	8 5	81	J. Simard, M.O., St. Simeon, Que.
103,390	Fairford	Winnipeg	Barge—Chd	1894	Fairford, Man	200 0	38 6	6 4	437	P. McArthur, Westbourne, Man.

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77,776	Fairlina	Goderich	Schr—Glt	1880	Kincardine, Ont	46 0	12 0	5 0	17	Jas. Johns, Southampton, Ont.
100,535	Fairplay	Yarmouth	"	1893	Clare, N.S	33 9	11 8	4 4	11	Luke Holmes, jr., Halifax, N.S.
100,247	Fairy Queen	Halifax	"	1894	Sambro, N.S	35 6	11 5	5 9	11	G. H. Nickerson, Sambro, N.S.
74,329	Fairy Queen	Yarmouth	"	1877	Cape St. Mary, N.S	38 0	12 6	6 0	13	W. E. Coggins, Westport, N.S.
103,001	Falcon	Chatham, N.B	"	1889	Shippegan, N.B	33 0	12 6	4 4	10	T. Ahier, Shippegan, N.B.
88,276	Falcon	St. Andrews	"	1881	Eastport, Me., U.S.A	39 0	13 0	5 7	12	Judson Stanley, Grand Manan, N.B.
107,908	Falcon	"	Sloop	1890	St. John, N.B	24 0	10 2	5 0	8	Mrs. Eveleen Ingalls, Grand Manan, N.B.
103,120	Falmouth	"	"	1880	Campo Bello, N.B	30 0	11 4	6 0	10	W. Dalzelle, sr., Grand Manan, N.B.
74,116	Fama	Halifax	Schr—Glt	1877	Sheet Harbour, N.S.	54 0	18 4	7 3	44	Angus McDonald, Manchester, N.S.
103,077	Fame	Chatham, N.B	"	1891	Shippegan, N.B	34 7	12 0	4 8	10	W. S. Loggie Co., Ltd., Chatham, N.B.
...	Fane	Montreal	Barge—Clkd	1867	Montreal, Que	92 1	18 8	6 8	105	P. Laplante, Lachine, Que.
103,105	Fannie	"	Sloop	1894	Yamaska, Que	133 4	28 6	18 8	305	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83,466	Fannie May	St. Andrews	Schr—Glt	1882	St. Patrick, N.B	41 0	15 1	6 3	19	E. B. Goodwin and F. L. Murphy, Pubnico, N.S.
83,399	Fannie R. C	Halifax	"	1882	Mahone Bay, N.S	42 0	15 5	6 5	22	Thos. Roberts, Cap Ozo, Que.

88,462	Fannie S.	Arichat	Schr—Glt	1892	River Bourgeoise, N.S.	49 4	17 0	6 7	28	Daniel Sampson, River Bourgeoise, N.S
92,479	Fanny	Charlottetown	"	1888	Covehead, P.E.I.	52 0	16 0	5 4	26	Joseph Gallant, Rustico, P.E.I.
75,608	Fanny	Digby	"	1874	Cape Cove, N.S.	34 8	11 6	4 5	7	E. Payson, *et al.*, Digby, N.S.
75,571	Fanny	Liverpool	"	1877	La Have, N.S	40 0	13 3	5 8	16	Wm. J. Christy, North Sydney N.S.
100,872	Fanny	St. John, N.B.	"	1893	Perry's Point, N.B.	78 5	27 3	7 0	91	Thomas Leonard, *et al.*, Springfield, N.B.
100,142	Fanny	Winnipeg	Barge—Chd	1888	Moorehead, Minn., U.S.A	128 8	25 3	5 6	159	The Northwest Nav. Co., Ltd., Winnipeg, Man.
61,910	Fanny Ellis	Liverpool	Schr—Glt	1870	Liverpool, N.S.	52 0	19 0	6 6	36	P. Farrell, Liverpool, N.S.
103,493	Fanny McLean	Lunenburg	"	1881	La Have, N,S.	33 8	12 4	4 7	9	D. Hume, East Chester, N.S.
121,883	Fanny Rose	Yarmouth	Sloop.	1906	Tusket Wedge, N.S.	36 0	12 4	7 0	15	Charles E. Pothier, Tusket Wedge, N.S.
77,763	Fanny Young	Port Hawkesbury	Schr—Glt	1880	Shelburne, N.S.	80 0	22 0	9 1	85	Richard J. Flynn, Halifax, N.S.
80,689	Faraud	Montreal	Sloop	1881	St. Thomas de Pierreville, Que.	95 0	23 0	6 3	92	Joseph Lizotte, Sorel, Que.
100,467	Faucon	Quebec	"	1889	Quebec, Que.	44 8	14 2	4 6	18	P. M. Duchêne, Quebec, Que.
97,093	Fauna	Windsor, N.S.	Schr—Glt	1890	Chester Basin, N.S.	92 0	25 6	10 4	146	Robert H. Cann, Louisbury, N.S.
107,054	Favorite	Barrington	"	1900	Barrington, N.S.	58 0	18 1	6 6	28	Paul E. Crowell, Barrington, N.S.
......	Favorite	Montreal	Barge—Chd	1873	St. Aimé, Que.	118 1	23 0	7 2	169	G. Fraser and Hugh McKinnon, Dundee, Que.
61,302	Favourite	Victoria	Schr—Glt	1868	Sooke, B.C.	71 5	22 0	8 5	80	Victoria Sealing Co., Ltd., Victoria, B. C.
75,614	Fawn	Digby	"	1877	Shelburne, N.S.	43 6	15 7	6 2	17	James E Ogilvie, Parrsboro' N.S.
122,095	Felton C	Yarmouth	Sloop.	1906	Cape Island, N. S.	36 0	13 0	7 0	16	Russell B. Wyman, Yarmouth, N.S.
103,429	Fern	Lunenburg	Schr—Glt	1895	La Have, N.S.	69 8	21 6	8 4	70	Andrew King, Halifax, N.S.
107,902	Fin Back	St. Andrews	Sloop	1898	St. John, N.B	40 0	15 0	6 0	24	Frank Ingersoll, Grand Manan, N.B.
121,874	Finettie May	Yarmouth	"	1906	Yarmouth, N.S.	33 0	11 3	6 0	12	Judson A. Crocker, Yarmouth, N.S.
116,882	Fiona	Arichat	Schr—Glt	1903	Port Felix, N. S.	35 0	10 6	6 2	10	Martin Pelrine, Larry's River, N. S.
92,607	First Trial	Sydney	"	1889	Ingonish, N.S.	31 6	11 7	5 9	9	J. C. Baker, North Sydney, N.S.
121,804	Fish Hawk	Yarmouth	Sloop	1904	Cape Island, N.S	31 0	11 0	6 0	10	G. A. Swim, M. O., Clarks Harbour, N.S.
100,298	Fisher	Chatham, N.B.	Schr—Glt	1891	Shippegan, N.B.	35 4	11 6	5 0	12	Eli Chiasson, Shippegan, N.B.

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88,487	Fisher River	Winnipeg	Barge—Chd	1882	Winnipeg, Man	124 6	22 6	4 6	111	The Minister of Public Works, Ottawa, Ont.
....	Five (5)	Montreal	″	1873	Pierreville, Que	90 8	23 5	5 8	86	M. Lespérance, St. Anne, Que.
66,749	Flash	Halifax	Schr—Glt	1875	Liverpool, N.S	47 0	16 0	6 7	24	J. H. Lane, Owl's Head, N.S.
80,065	Flash	St. John, N.B	″	1881	Indiantown, N.B	76 4	26 0	7 6	94	Amos Tower, St. John, N.B.
61,445	Flavie	Chatham, N.B	″	1874	Shippegan, N.B	36 5	12 2	4 5	13	Pierre Noce, Shippegan, N.B.
100,013	Fleet Wing	Annapolis Royal	″	1859	Essex, Mass., U.S.A	68 0	20 9	7 4	54	Frank R. Elliott, *et al.*, Port George, N.S.
92,511	Fleet Wing	St. Andrews	″	1887	Westport, N.S	29 0	11 3	5 0	11	Addison Mathews, St. George, N.B.
111,468	Fleetwing	Chatham, N.B	″	1901	Shippegan, N.B	38 8	12 6	5 4	14	Wm. Fruing & Co., Ltd., Jersey.
88,227	Fleetwing	Halifax	″	1884	Chezetcook, N.S	47 5	18 2	7 8	32	Angus Readdy, Boylston, N.S.
107,665	Fleetwing	Quebec	″	1898	Seven Islands, Que	59 2	18 2	6 2	42	Alphonse Blouin, St. Jean d'Orléans, Que.
85,476	Fleetwing	Shelburne	″	1877 1897	Jordan River, N.S.	38 6	13 2	5 6	15	Wm. McMillan, Lockeport, N.S.
90,776	Fleetwing	Windsor, Ont	″	1863	Wilson, N.Y., U.S.A	108 0	24 6	7 9	162	Joseph Cochrane, Port Colborne, Ont.
100,891	Fleur de Lis	Digby	″	1894	Belliveau's Cove, N.S	41 0	13 0	5 0	17	Mrs. B. G. Donnelley, Digby, N.S.
116,967	Fleur de Lis	St. Andrews	″	1879	Gloucester, Mass., U.S.A.	36 2	13 2	5 6	16	H. B. Kelley, Campo Bello, N. B.

77,585	Fleur de Marie	Montreal	Sloop	1878	Lanoraie, Que	99 5	23 0	7 0	113	E. Haynemand, Lanoraie, Que.
100,868	Fleur de Marie	Quebec	Schr—Glt	1893	St. Siméon, Que	61 4	20 2	6 4	49	Maurice Degagnez, Les Eboulements, Que.
122,146	Flirt	Yarmouth	Sloop	1906	Tusket Wedge, N.S	36 0	13 0	6 6	16	Marc Boudreau, Tusket Wedge, N.S.
103,743	Flo F. Mader	Lunenburg	Schr—Glt	1896	Mahone Bay, N.S.	91 7	25 0	10 4	100	Charles U. Mader, Mahone Bay, N.S
85,644	Flora	Halifax	"	1883	"	58 0	18 9	7 2	42	Simeon Boutilier, French Village N. S.
90,654	Flora	Liverpool	"	1886	Pubnico, N.S	75 4	21 6	8 0	64	R. J. Leaman, *et al.*, Port Medway N. S.
83,367	Flora	Quebec	"	1880	Portneuf, Que	76 1	20 2	6 3	65	J. B. Dussault, Portneuf, Que.
107,906	Flora	St. Andrews	Sloop	1896	West Isles, N.B	30 0	12 2	6 2	14	Grant L. Dakin, Grand Manan, N.B.
122,046	Flora	"	Schr—Glt	1866	Essex, Mass., U.S.A	55 0	17 2	6 5	34	Grosvenor P. Newton, Grand Manan, N.B.
111,552	Flora B	"	Sloop	1894	Grand Manan, N.B.	32 0	12 4	5 0	13	Nelson Ingersoll, Grand Manan, N.B.
83,098	Flora Bell	Port Hawkesbury	Schr—Glt	1884	Mabou, N.S	50 5	19 2	7 1	39	Gabriel White, Margaree, N.S.
71,167	Flora Carveth	Whitby	"	1873	Mill Point, Ont	115 0	23 5	8 9	190	John McLellan, M.O., Bowmanville, Ont.
77,751	Flora Dell	Halifax	"	1879	Shelburne, N.S	67 0	21 6	7 9	63	G. Hagar, N.E. Harbour, N.S.
117,163	Flora M	Windsor, N.S.	"	1906	Hantsport, N.S	97 0	27 0	9 5	152	Thomas A. Marsters, Hantsport, N.S.
116,290	Flora M.J	Halifax	"	1904	Mahone Bay, N. S.	75 6	22 8	8 7	78	James Julien, M. O., Grand Desert, N. S.
103,319	Flora Temple	Port Hawkesbury	"	1858	Essex, Mass., U.S.A	67 2	20 1	6 8	55	J. W. Nickerson, Port La Tour, N.S.
94,834	Flora Woster	St. Andrews	"	1873	Wiscasset, Me., U.SA	40 4	13 0	5 7	22	Henry Burnham, Grand Manan, N.B.
116,306	Florence	Charlottetown	"	1905	Rusticoville, P.E.I	81 3	24 0	8 0	74	J. Gallant, Rusticoville, P.E.I.
96,774	Florence	Port Hawkesbury	"	1894	Cheticamp, N.S.	33 0	11 4	5 1	11	Thos. Power, Cheticamp, N.S.
103,104	Florence	Montreal	Sloop	1894	St. Thomas, Que	108 0	23 0	7 8	153	Joseph Simoneau, Pierreville, Que.
116,968	Florence	St. Andrews	"	1894	Bristol, Me., U.S.A	36 2	14 2	7 2	18	J. F. Eldridge, Beaver Harbour, N.B.
80,001	Florence	St. John, N.B.	Schr—Glt	1879	Chance Harbour, N.B	37 8	14 4	6 0	15	John Kirby, Chipman's Brook, N.S.
....	Florence	Windsor, Ont.	Scow—Chd	1862	Belle River, Ont	60 0	15 6	3 4	32	H. Campeau, Belle River, Ont.
94,972	Florence	Yarmouth	Schr—Glt	1889	Tusket Wedge, N.S.	37 0	12 5	5 0	19	Geo. Shaw, Sandford, N.S.
80,829	Florence B	Halifax	"	1880	New Dublin, N.S	52 4	17 9	7 2	32	Chas. Abriel, Spry Bay, N.S.

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122,004	Florence B.	Lunenburg	Schr—Glt	1906	La Have, N.S	60 8	17 8	7 9	46	Atlantic Fish Companies, Ltd., M.O. Lunenburg, N.S.
116,531	Florence B. W.	Lunenburg	"	1905	Mahone Bay, N.S.	46 2	15 6	7 0	24	S. W. Westhaver, M. O., Fox Point, N.S.
121,877	Florence C.	Yarmouth	Sloop.	1906	Pinkney's Point, N.S.	35 6	12 0	7 0	15	Joseph A. Surette, Pinkney's Point, N.S.
46,907	Florence C. Lawrence	Port Hawkesbury	Schr—Glt	1864	Margaree, N.S.	71 6	21 6	9 1	70	William Buckle, Margaree, N.S.
117,093	Florence D.	Arichat.	"	1905	Port Felix, N.S	36 0	12 0	5 8	11	Wm. Digdon, White Head, N.S.
100,259	Florence G	Halifax	"	1891	Sambro, N.S	36 6	12 5	5 4	15	Caleb Gray, Sambro, N.S.
112,282	Florence H.	Digby	"	1902	Maitland, N.S	40 0	13 0	5 6	20	David S. Hackett, Port Maitland, N.S.
100,383	Florence L.	Sydney	"	1894	Little Bras d'Or, N.S.	34 8	12 5	5 1	10	Peter LeBlanc, Little Bras d'Or, N.S.
80,870	Florence M.	Amherst, N.S.	"	1906	Wallace, N.S.	76 7	21 9	8 0	76	Robert McInnis, Wallace, N.S.
112,380	Florence M	Arichat	"	1903	L'Ardoise, N.S.	49 5	15 4	6 5	25	Patrick Chiasson, Glace Bay, N.S.
116,348	Florence M.	"		1903	Petite de Grat, N.S.	39 4	11 2	6 4	16	Wm. J. Martell, Petite de Grat, N.S.
92,638	Florence M.	Quebec	"	1888	Lunenburg, N.S.	74 8	23 0	8 5	83	J. Trepanier, Port au Persil, Que.
122,106	Florence M	Yarmouth	Sloop.	1905	Barrington, N.S	30 0	11 0	6 6	10	John E. Nickerson, Cape Island, N.S.
94,771	Florence M. Smith	Victoria	Schr—Glt	1888	Lunenburg, N.S	82 5	24 0	9 1	99	Victoria Sealing Co., Ltd., Victoria, B.C.

107,993	Florence May.	Canso	Sloop	1899	Queensport, N.S.	37 0	11 4	6 0	11	Wentworth G. Matthews, Canso, N.S.
100,522	Florence R. Hewson.	Annapolis Royal	Schr-Glt.	1893	Parrsboro', N.S.	133 9	31 3	12 0	289	A. D. Mills, Annapolis Royal, N.S.
88,357	Floresta	Halifax	"	1884	"	65 0	21 0	7 9	57	Thos. Gosbee, Murray Harbour, P.E.I.
85,459	Florida	Quebec	"	1877	Bic, Que	37 0	13 5	4 3	13	Wm. Michaud, Isle Vert, Que.
85,754	Florida	"	"	1882	Betchouan, Labrador.	48 0	17 5	6 4	26	Geo. Tanguay, Quebec, Que.
111,611	Florida	"	"	1901	Murray Bay, Que	56 4	18 1	6 6	40	Achille Gagnon, Murray Bay, Que.
103,351	Floride	"	"	1894	Natashquan, Que.	46 6	16 6	6 0	27	Nap. Blais, Esquimault Point, Que.
103,902	Floyburg	Victoria	"	1893	Seattle, Wash., U.S.A	34 8	11 3	4 8	12	Rasmus Hansen, Victoria, B.C.
83,255	Floyd	Barrington	"	1883	Granville, N.S	43 2	15 8	5 8	20	John Arseneau, Little Bras d'Or, N.S.
61,405	Fly	Chatham N. B	"	1866 1894	Shippegan, N.B. Tracadie "	36 1	12 1	4 8	11	A. McLaughlin, Tracadie, N.B.
116,273	Fly	Halifax	"	1903	Jeddore, N.S	37 6	11 8	5 2	10	John Faulkner, Jeddore, N.S.
90,645	Fly	Yarmouth	"	1885	Tusket, N S.	44 7	14 2	5 1	16	Robt. Nickerson, Wood's Harbour, N.S.
112,373	Flying Cloud	Arichat	"	1902	Guysboro', N.S.	42 0	10 7	6 9	13	Wm. Whitman, Guysboro', N.S.
112,165	Flying Cloud	Chatham, N.B.	"	1903	Shippegan, N.B.	37 8	13 2	5 2	13	John F. Robichaud, Shippegan, N.B.
61,903	Flying Cloud.	Liverpool	"	1870	Liverpool, N.S.	47 0	17 7	6 2	20	J. Brooks, Ketch Harbour, N. S.
41,823	Flying Cloud	St. John, N.B.	"	1858	Rexton, N.B	68 3	21 7	5 4	78	Samuel J. Holder, Holderville, N. B.
112,151	Flying Foam	Chatham, N.B.	"	1902	Caraquet, N.B.	40 0	13 0	5 8	18	C. Robin, Collas & Co., Ltd., Jersey.
100,782	Flying Foam	"	"	1892	"	38 4	12 8	4 8	12	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
80,976	Flying Robin	Sydney	"	1882	Aspy Bay, N.S.	40 1	14 7	4 8	13	John Fitzgerald, Aspy Bay, N.S.
103,317	Flying Star	Port Hawkesbury	"	1895	Cheticamp, N. S.	32 5	10 8	5 5	11	Polite Deveaux, Eastern Harbour, N.S.
88,672	Flying Yankee.	St. John, N.B.	"	1884	Newcastle, N.B	54 8	19 6	5 7	35	Chas. D. Dykeman, *et al.*, Cambridge, N.B.
100,912	Foam	Chatham, N.B	"	1892	Caraquet, N.B.	34 3	12 9	4 7	10	T. Ahier, Shippegan, N.B.
103,833	Fœderis Arca	Quebec.	"	1896	Les Ecureuils, Que	66 3	20 7	5 8	46	C. Dussault, Les Ecureuils, Que.
57,131	Forest Flower.	Yarmouth	"	1868	Pubnico, N.S.	53 5	18 0	7 0	26	J. H. Goodwin, Pubnico, N.S.
55,531	Forest Queen	Halifax	"	1867	Tracadie, N.B	67 4	21 8	9 0	75	P. D. Landry, St. Mary's, Kent Co., N.B.

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85,393	Formosa	Amherst, M.I.	Schr—Glt	1884	House Harbour, Magdalen Islands, Que.	57 2	18 8	8 1	43	F. H. Delaney, House Harbour, Magdalen Islands, Que.
107,350	Forrester	Shelburne	"	1901	Pubnico, N.S.	45 0	14 6	6 7	23	J. E. Pennington, *et al.*, Shelburne, N.S.
78,011	Fort Frances	Winnipeg	Barge—Chd	1879	Fort Frances, Ont.	52 9	14 8	4 9	26	Fredk. Thos. Hooper, M.O., Kenora, Ont.
116,479	Fortuna	Chatham, N.B	Schr—Glt	1903	Pt. Misonette, N.B.	31 0	10 2	4 5	10	Prospere Boudreau, Point Misonette, N.B.
107,602	Foster Rice	Annapolis Royal	"	1899	Weymouth, N.S.	107 0	28 0	10 3	179	Frank W. Pickels, M.O., Annapolis Royal, N.S.
111,467	Four Brothers	Chatham, N.B	"	1901	Caraquet, N.B.	39 0	13 0	5 0	13	Aurie Albert, Caraquet, N.B.
74,407	Four Brothers	"	"	1877	"	50 6	17 3	5 6	25	R. Young, Caraquet, N.B.
75,835	Four Brothers	Halifax	"	1878	Chezetcook, N.S.	42 8	16 0	6 8	26	Thomas O. Gosbee, Murray Harbour, P.E.I.
116,676	Fram	St. Andrews	Sloop	1896	West Isles, N.B.	39 0	13 0	6 0	17	Orville Wilcox, Grand Manan, N.B.
107,190	France & Russie	Charlottetown	Schr—Glt	....	....	43 3	15 6	6 0	27	John R. Moore, Pictou, N.S.
83,449	Frances	Victoria	Sloop	1864	Coupeville, Wash., U.S.A.	32 0	10 6	4 0	8	Wm. T. Cotsford, Victoria, B.C.
111,891	Frances	Weymouth	Schr—Glt	1903	Weymouth Bridge, N.S.	120 0	29 3	11 2	259	Thomas C. Rice, M.O., Weymouth Bridge, N.S.
94,821	Frances A. Rice	"	"	1889	Weymouth, N.S.	87 5	24 8	9 0	122	John A. Stuart, Church Point, N.S.
100,691	Frances E. Willard	Pictou, N.S.	"	1893	Murray Harbour, P.E.I.	46 8	15 4	6 3	23	L. H. Herring, Murray Harbour, P.E.I.

111,401	Frances Willard	Lunenburg	Schr—Glt	1900	Chester Basin, N.S.	90 0	24 5	9 8	97	Jas. A. Hirtle, *et al.*, Lunenburg, N.S.
121,872	Francis A	Yarmouth	"	1906	Shelburne, N.S.	84 0	22 5	9 3	93	Henry A. Amiro, West Pubnico, N.S.
116,308	Francis D. Cook	Charlottetown	"	1905	Murray River, P.E.I.	55 4	19 3	7 6	47	Reuben Cahoon, M.O., Murray Harbour, P.E.I.
103,612	François Xavier	Quebec	Sloop	1894	St. Joachim, Que.	61 0	18 2	4 8	33	F. X. Neron, St. Joachim, Que.
107,187	Frank	Charlottetown	Schr—Glt	1897	Tignish, P.E.I.	47 6	16 3	6 3	30	Roderick D. Campbell, Glace Bay, N.S.
122,081	Frank	"	"	1906	Souris, P. E. I.	34 8	10 7	5 0	10	Joseph M. Cheverie, M.O., Souris, P.E.I.
36,480	Frank	Gaspé	"	1859	Chester, N.S.	66 2	20 2	8 0	54	Louis Blanchet, Cap Chatte, Que.
88,549	Frank	Halifax	"	1884	Lockeport, N.S.	37 0	13 0	5 4	12	David M. Pettis, Parrsboro', N.S.
85,294	Frank	Montreal	Barge—Chd	1881	Sorel, Que.	106 8	17 5	6 1	94	John Minden, Sorel, Que.
....	Frank	"	"	1862	Montreal, Que.	95 7	19 3	8 4	145	Montreal Transportation Co., Ltd. Montreal, Que.
92,671	Frank	Pictou, N.S.	Sloop	1887	Wallace, N.S.	41 7	13 7	5 2	17	Francis K. Grant, Wallace, N.S.
55,836	Frank Newton	Sydney	"	1867	Shelburne, N.S.	60 4	19 3	6 4	40	A. F. Cameron, Sherbrooke, N.S.
59,990	Frank Russell	Toronto	Barge—Chd	1871	Quebec, Que.	142 5	26 0	11 0	283	Jas. Playfair and W. A. Clark, jr., J. O., Collingwood, Ont.
85,998	Frank W	St. John, N.B.	Schr—Glt	1882	Waterborough, N.B.	80 1	26 4	7 5	99	Martin Cole, Dorchester, N.B.
103,254	Frank and Ira	"	"	1894	Greenwich, N.B.	82 8	26 8	7 4	98	T. M. Elston, *et al.*, Westfield, N.B.
117,045	Fred C.	Barrington	Sloop	1905	Clarke's Harbour, N.S.	33 8	11 8	6 2	12	M. E. Nickerson, *et al.*, Clarke's Harbour, N.S.
111,692	Fred Jackson	Liverpool	Schr—Glt	1873	Deering, Me., U.S.A.	113 0	28 4	9 4	198	James McKinnon, Gabarouse, N.S.
83,480	Fred Taylor	St. Andrews	"	1878	Eastport, Me., U.S.A.	31 4	13 4	6 6	13	Jos. Boyd, Campo Bello, N.B.
100,894	Fred & Norman	Weymouth	"	1896	Belliveau's Cove, N.S.	50 5	17 4	7 1	32	Boardman Cheney, *et al.*, Whitehead, N.B.
121,907	Freda N. Nickerson	Barrington	Sloop	1906	Clark's Harbour, N.S.	31 0	12 2	6 0	12	Prince W. Nickerson, Cape Island, N.S.
100,315	Freddie A.	Yarmouth	Schr—Glt	1889	Barrington, N.S.	33 0	11 5	5 1	10	John Hemlow, Yarmouth, N.S.
103,116	Freddie A. Higgins	St. Andrews	"	1882	Kennebunk, Me., U.S.A.	80 6	24 2	6 2	78	G. P. Newton, Grand Manan, N.B.
80,798	Freddie G	Digby	"	1883	Beaver River, N.S.	44 0	15 5	6 1	18	Charles B. Bowers, Westport, N.S.
107,915	Freddie L.	St. Andrews	Sloop	1895	Quaco, N.B.	32 2	11 7	7 5	15	Charles E. Leighton, Grand Manan, N.B.
121,697	Freddie M.	Yarmouth	"	1904	Cape Island, N.S.	31 0	11 5	6 0	10	N. Crowell, Cape Island, N.S.

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103,719	Freddie M.	Yarmouth	Schr—Glt	1890	Belliveau's Cove, N.S.	28 5	12 0	5 0	10	G. A. Brush, Yarmouth, N.S.
71,333	Freddie M. Reynolds	Barrington	"	1875	Clyde, N.S.	54 6	18 9	7 9	35	Geo. W. McKay, Clifton, P.E.I.
121,793	Fredena	Yarmouth	Sloop	1904	Cape Island, N.S.	32 0	11 0	6 0	10	S. Hopkins, Cape Island, N.S.
97,046	Fredona	Liverpool	Schr—Glt	1890	East Berlin, N.S.	35 0	12 0	5 1	12	J. W. Remby, *et al.*, West Dublin, N.S.
111,746	Fredonia	Lunenburg	"	1902	Mahone Bay, N.S	86 8	23 9	9 8	92	Chas. U. Mader, *et al.*, Mahone Bay, N.S.
103,021	Free Trade	Moncton	"	1895 1904	Parrsboro, N.S St. John, N.B	71 5	22 6	7 4	73	William H. Edgett, Moncton, N.B.
97,146	Free Trade	St. Andrews	Sloop	1885	West Isles, N.B.	30 0	12 3	6 0	10	Wm. Benson, Grand Manan, N.B.
122,006	Freedom	Lunenburg	Schr—Glt	1906	Liverpool, N.S.	112 9	28 6	10 9	197	David Ritcey, Riverport, N.S.
77,963	Freeman Colgate	St. Andrews	"	1876	South Bristol, Me., U.S.A.	52 0	16 0	6 2	26	C. Hicks, Westport, N.S.
88,841	Freighter	Winnipeg	Barge—Chd	....	....	113 6	25 2	4 8	107	Northwest Navigation Co., Ltd., Winnipeg, Man.
85,969	Friendship	St. John, N.B	Schr—Glt	1882	St. Martin's, N.B	70 8	25 0	6 6	66	A. A. Wilbur, Harvey, N.B.
73,000	Friendship	Toronto	"	1876	Bronté, Ont	60 0	12 0	4 3	24	Mrs. Margaret Warden, Bronté, Ont.
103,101	Frontenac	Montreal	Sloop	1894	St. Thomas, Que	135 8	28 1	11 9	331	J. E. Muir, Montreal, Que.
117,135	Fusiana	Yarmouth	"	1905	Cape Island, N.S.	33 0	11 9	6 0	12	H. T. Hines, Argyle, N.S.

90,540	G. D	Montreal	Sloop	1885	Yamaska, Que	91 2	21 7	7 4	108	H. Goyet, Lanoraie, Que.
92,427	G. No. 1	Prescott	Barge—Chd	1887	Cardinal, Ont	36 0	11 0	3 8	24	Gilbert Bros., Engineering Co. Ltd. Montreal, Que.
92,428	G. No. 2	"	"	1887	"	60 0	17 0	1 2	40	" " " "
107,927	G. & K. No. 1	New Westminster	"	1900	Ladner, B.C	50 0	16 0	4 5	33	D. B. Grant, M. O., Ladner, B.C.
121,785	G. A. Grier	Ottawa	"	1906	Hull, Que	121 8	24 1	8 1	196	The Ottawa Transportation Co., Ltd., Ottawa. Ont.
74,243	G. A. Norman	Montreal	Sloop	1876	Iberville, Que	60 0	16 7	5 4	41	Eusèbe Dubeau, Iberville, Que.
88,555	G. C. Kelley	Yarmouth	Schr—Glt	1885	Shelburne, N.S	81 0	23 9	9 3	99	Wm. Leblanc, Arichat, N.S.
80,078	G. G. King	St. John, N.B	"	1881	Cambridge, N.B	71 6	24 6	6 5	64	James Légère, Parrsboro', N.S.
85,382	G. H. Marryatt	Halifax	"	1883	Mahone Bay, N.S	42 2	16 0	6 6	24	J. O'Toole, Louisburg, N.S.
100,311	G. H. Perry	Yarmouth	"	1891	Meteghan, N S	81 0	27 0	8 0	99	J. F. Watson, St. John, N.B.
122,015	G. H. Warmington	Ottawa	"	1872	Vermillion, O., U.S.A.	178 4	31 6	22 5	502	Edward A., Wm. W. and Franklin E. Hall, Ottawa, Ont.,J.O.
116,902	G. M. Cochrane	Parrsboro	"	1905	Port Greville, N.S	113 2	30 0	10 6	220	Chas. T. White, *et al.*, Apple River, N. S.
75,657	G. M. Dutcher	Digby	"	1878	Digby, N.S	55 6	17 8	6 0	32	E. Burnham, *et al.*, Digby, N.S.
85,503	G. P. Taylor	Yarmouth	"	1882	Carleton, N.B	41 0	14 0	5 0	13	Wm. A. Killam, Yarmouth, N.S.
107,289	G. S. Troop	Lunenburg	"	1900	Liverpool, N.S	97 4	24 3	9 7	99	Lauchlin B. Currie, *et al.*, West Dublin, N.S.
85,607	G. Walter Scott	St. John, N.B	"	1883	Cambridge, N.B	75 6	25 5	6 8	75	C. A. Morrison, *et al.*, Parrsboro' N.S.
116,207	Gabriel A	Yarmouth	Sloop	1903	Comeau's Hill, N.S	39 0	13 4	8 0	17	J. A. Kanney, Yarmouth, N.S.
116,713	Gabriel de St. Nicholas	Quebec	"	1903	Portneuf, Que	45 6	15 0	5 0	21	Leandre Bouchard, Portneuf, Que.
103,490	Gabriola	Victoria	Yawl—Yole	1896	Gabriola Island, B.C	45 5	15 8	5 2	17	Henry Volmers, Nanaimo, B.C.
100,778	Gambetta	Chatham, N.B	Schr—Glt	1891	Caraquet, N.B	36 0	12 8	5 4	13	W. S. Loggie Co., Ltd., Chatham, N.B.
100,501	Gamma	Victoria	Barge—Chd	1890	Victoria, B.C	74 0	23 4	4 8	60	The Victoria Lumber & Manufacturing Co., Ltd. Victoria, B.C.
100,993	Garfield	Chatham, N.B	Schr—Glt	1893	Shippegan, N.B	34 6	11 4	4 6	10	P. Rive, Caraquet, N.B.
94,864	Garfield White	Parrsboro'	"	1890	Apple River, N.S	80 8	26 8	7 1	99	C. T. White, Apple River, N.S.
80.693	Garnet	Montreal	Barge—Chd	1882	Montreal, Que	109 2	22 7	7 0	154	Dickson Anderson, Montreal, Que.
103,065	Garnet	Yarmouth	Sloop	1895	Yarmouth, N.S	48 7	17 1	5 9	27	E. K. Snow, Port La Tour, N.S.

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112,349	Gaspé	Liverpool	Bktn—Bkglt	1903	Liverpool, N.S.	126 0	29 8	11 9	249	William H. McPherson, *et al.*, Port Daniel, Que.
116,525	Gatherer	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	44 4	13 4	6 2	15	I. Berringer, M.O., Lunenburg, N.S.
103,014	Gaza	Parrsboro'	"	1894	Port Greville, N.S	78 0	23 1	6 2	71	Stuart Hatfield, Port Greville, N.S.
100,919	Gazelle	Chatham, N.B	"	1892	Caraquet, N.B.	37 2	13 0	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
111,464	Gazelle	"	"	1901	"	38 5	13 0	5 3	13	Peter Fiott, Caraquet, N.B.
100,954	Gazelle	"	"	1890	"	36 8	12 2	4 6	10	W. S. Loggie Co., Ltd., Chatham N.B.
83,260	Gazelle	Digby	"	1883	Granville, N.S.	45 8	15 5	6 3	20	R. B. Harris, *et al.*, Kentville, N.S.
59,379	Gazelle	St. Andrews	"	1869	Pembroke, Me., U.S.A.	57 0	18 5	8 0	47	Leonard V. Bishop, Harvey, N.B.
75,860	Gazelle	Weymouth	"	1878	Clare, N.S.	85 5	24 4	8 0	97	C. T. Warner, Plympton, N.S.
97,129	Gédéon	Quebec	Barge—Chd	1891	St. Thomas de Pierreville, Que.	107 2	22 8	7 5	141	W. Bibeau, St. Thomas de Pierreville Que.
96,733	Gem	Chatham, N.B.	Schr Glt	1890	Tracadie, N.B	35 1	11 7	5 0	12	Wm. Fruing & Co., Ltd., Jersey.
100,968	Gem	"	"	1888	Caraquet, N.B.	35 0	12 2	4 5	11	C. Robin, Collas & Co., Ltd., Jersey.
111,774	Gem	Victoria	"	1898	Metlakatla, B.C.	45 0	14 6	4 6	15	Luke Mark, Massett, B.C.
103,339	General	Montreal	"	1895	Pierreville, Que.	104 0	23 0	6 8	116	Achille Lavigne, St. Paul L'Ermite, Que.

88,668	Genera Middleton	Chatham, N.B.	Schr—Glt	1885	Bay du Vin, N.B.	68 5	21 5	8 4	67	James Godin, Petit Rocher, N.B.
90,436	Genesta	Barrington	"	1891	Bear Point, N.S	50 5	18 3	7 3	32	J. A. Walker, Basin River Inhabitants, N.S.
83,318	Genesta	Charlottetown	"	1885	East Port Medway, N.S.	54 5	17 9	7 0	29	W. D. Bragg, Channel, Nfld.
103,766	Genesta	Chatham, N.B.	"	1896	Caraquet, N.B.	34 9	12 0	5 0	12	T. Porrier, Caraquet, N.B.
90,711	Genesta	Halifax	"	1885	Mahone Bay, N.S.	58 9	19 0	7 2	41	Augustus Vincent, Bay St. George, Nfld.
92,673	Genesta	Pictou, N.S	"	1887	Murray Harbour, P.E.I.	42 3	15 5	6 3	22	Wm. Kitchin, Fredericton, N.B.
121,885	Genesta	Yarmouth	Sloop	1906	Pubnico, N.S.	35 0	11 5	6 6	13	William M. D'Entremont, M.O. Pubnico, N.S.
88,347	Geneva	Victoria	Schr-Glt	1884	Lunenburg, N.S	86 4	24 6	9 3	92	Victoria Sealing Co., Ltd., Victoria, B.C.
100,818	Geneva Ethel	Barrington	"	1894	Lockeport, N.S	54 7	17 2	7 6	29	Martin Meagher, Canso, N.S.
111,876	Geneva May	Yarmouth	"	1902	Pubnico, N.S.	71 5	21 0	8 0	72	Leander Amiro, Pubnico, N.S.
117,041	Genevive	Barrington	Sloop	1903	Shag Harbour, N.S.	32 5	12 0	6 0	11	C. A. Gorcham, M.O., Woods Harbour, N.S.
72,170	Genoa	Windsor, N.S.	Bgtn—Bkglt	1875	Newport, N.S	133 0	31 4	17 7	462	T. C. Marsters, Hantsport, N.S.
03,618	Genser	Quebec	Schr—Glt	1894	Château Richer, Que.	58 2	19 4	7 0	44	Elie and Jos. Desbiens, St. Simeon, Que.
61,622	Gentile	Guysboro'	"	1877	New Harbour, N.S.	53 0	16 8	6 8	34	Lewis Maguire, Steep Creek, N.S.
83,321	George	Ottawa	Barge—Chd	1881	Ottawa, Ont	109 6	22 2	7 9	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,209	George	Yarmouth	Schr—Glt	1903	Pubnico, N.S.	41 0	14 7	7 0	23	Actme Amiro, West Pubnico, N.S.
100,185	George B. Naylor	Montreal	Barge—Chd	1889	Richelieu Bridge, Que.	68 5	17 3	5 2	49	Benjamin V. Naylor, Richelieu, Que.
88,469	George Clark, jr.	Arichat	Schr—Glt	1866	Essex, Mass., U.S.A.	72 2	21 0	7 7	64	N. E. and A. Mailloux, J.O., Baie St. Paul, Que.
77,819	George Dow	Port Rowan	"	1375	Long Point, Ont	42 0	13 0	4 6	15	Wm. McCulla, Port Credit, Ont.
92,292	George H. Morse	Ottawa	Barge—Chd	1886	Ottawa, Ont	112 0	22 6	7 0	162	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,073	George H. Weeks	Arichat	Sloop	1875	Maine, U.S.A.	42 4	14 9	4 8	17	E. Brownell, Baie Verte, N.B.
75,728	George Killam	Digby	Schr—Glt	1878	Meteghan, N.S.	53 3	17 7	6 9	30	Sydney L. Justason, Pennfield, N.B.
122,097	George L.	Yarmouth	"	1906	Salmon River	34 0	12 2	6 0	13	John J. LaBlanc, M.O., Salmon River N.S.
107,066	George L. Slipp	St. John, N.B	"	1898	Harvey, N.B.	78 0	25 5	7 4	98	James E. Ogilvie, Parrsboro', N.S.
83,437	George M. Warner	Weymouth	"	1887	Plympton, N.S	80 4	23 5	8 8	94	Joseph H. Potter, M.O., Plympton, N.S.

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59,989	George Manly	Toronto	Barge—Chd	1871	Quebec, Que.	142 5	26 0	11 0	284	W. A. Clark, jr., *et al.*, Collingwood, Ont.
116,246	George Penniman	Sault Ste. Marie	"	....	....	90 0	19 8	6 6	83	James Purvis, Gore Bay, Ont.
116,495	George R. Alston	Lunenburg	Schr—Glt	1903	LaHave, N.S.	95 2	25 0	9 8	99	A. B. Crosby, *et al.*, Halifax, N.S.
107,233	George T. Davie	Quebec	Barge—Chd	1898	St. Joseph de Lévis, Que.	177 5	35 0	12 5	680	John R. Booth, Ottawa, Ont.
77,918	Geo. W. Lee	Port Hope	Schr—Glt	1876	Oak Orchard, U.S.A.	32 0	11 2	4 0	8	A. Covell, Brighton, Ont.
112,004	Georgeina Roop.	Annapolis Royal	"	1906	Granville Ferry, N.S.	159 0	35 3	12 0	424	Frank W. Pickles, M.O., Annapolis Royal, N.S.
100,874	Georgia E.	St. John, N.B	"	1893	Cambridge, N.B.	80 0	27 1	7 0	89	J. H. McAlary, M.O., St. John, N.B.
117,113	Georgian II.	Vancouver	Barge—Chd	1905	Vancouver, B.C.	187 0	39 0	9 8	649	McKenzie Bros., Ltd., Vancouver, B.C.
92,546	Georgiana	Montreal	"	1886	Valleyfield, Que	83 6	19 0	4 9	46	O. Sicotte, Valleyfield, Que.
75,687	Georgiana	Quebec	Schr—Glt	1878	St. Irénée, Que.	45 0	14 0	5 9	22	Amable Bouchard, La Petite Rivière, St. François Xavier, Que.
100,454	Georgiana	"	"	1892	Crane Island, Que.	61 8	20 0	6 6	48	Jos. Deslaurier, Rivière du Loup, Que.
90,885	Georgiana	Yarmouth	"	1888	Shelburne, N.S.	81 0	22 4	9 5	90	Henry Lewis, *et al.*, Yarmouth, N.S.
94,835	Georgie Linwood	Digby	"	1871	Bristol, Me., U.S.A.	47 3	15 7	5 7	25	Hubert Johnson, *et al.*, Granville, N.S.
122,092	Georgie M. Smith	Yarmouth	Sloop	1906	Clyde, N.S.	34 0	11 6	7 0	13	Thomas E. Smith, Yarmouth, N.S,

116,723	Georgie Pearl	St. John, N.B	Schr—Glt	1904	Cambridge, N.B	85 8	27 8	8 0	118	W. F. Currie, M.O., Cambridge, N.B.
116,980	Georgina	Chatham, N.B	"	1905	Shippegan, N.B.	38 6	13 4	5 1	15	G. L. Dugue, Shippegan, N.B.
122,063	Germainne	Montreal	Sloop	1906	Ste. Emelie, Que	89 3	24 0	7 5	87	Arsene Massicotte, St. Jean Des Chaillons, Que.
....	Germany	"	Barge—Chd	1870	Lanoraie, Que.	92 1	22 0	6 7	97	T. Peloquin, St. Roch, Que.
100,736	Gertie	Windsor, N.S.	Schr—Glt	1893	Walton, N.S.	63 6	20 0	6 6	45	F. W. Ogilvie, Parrsboro', N.S.
107,997	Gertie Bell	Canso	"	1900	Country Harbour, N.S.	37 0	13 2	6 1	15	Arch. Cook, Country Harbour N.S.
80,996	Gertie Belle	Guysboro'	"	1885	" "	40 8	15 8	6 0	15	C. H. Blackadar, Halifax, N.S.
100,537	Gertie H	Digby	"	1894	Tiverton, N.S	54 0	17 3	6 3	32	James Paterson, St. John, N.B.
100,447	Gertie Lewis	Canso	"	1868	Booth's Bay, Me., U.S.A.	76 3	22 6	7 5	71	J. J. Sangster, Guysboro', N.S.
107,330	Gertie M. Starr	Halifax	"	1901	Owl's Head, N.S.	44 0	14 0	5 7	16	Peter Roberts, Pictou, N.S.
122,142	Gertrude	Yarmouth	Sloop	1905	Barrington, N.S.	30 0	10 6	6 0	10	George M. Forbes, Woods' Harbour N.S.
117,030	Gertrude W	Sydney	Schr—Glt	1906	Ingonish, N.S.	41 0	12 6	7 3	16	John C. Williams, Ingonish, N.S.
103,282	Gilknockie	Chatham, N.B	"	1890	Caraquet, N.B.	32 8	12 3	4 8	11	Mrs. Sarah Young and F.T.B. Young J.O., Caraquet, N.B.
107,931	Gilley No. 1	New Westminster.	Barge—Chd	1900	New Westminster, B.C.	72 0	24 0	6 0	104	James R. Gilley, M.O., New Westminster, B.C.
111,595	Gilley No. 2	"	"	1901	"	85 0	26 0	7 0	124	" " "
117,157	Gilley No. 3	"	"	....	Vancouver, B.C.	72 6	26 0	6 0	110	James R. and Walter R. Gilley, J.O. New Westminster, B.C.
117,156	Gilley No. 4	"	"	1905	New Westminster, B. C.	68 0	25 0	5 8	99	James R. and Walter R. Gilley, J.O. New Westminster, B.C.
100,136	Gimli	Winnipeg	"	1892	Gimli, Man.	64 0	13 0	4 7	30	J. Hannesson, M.O., Gimli, Man.
103,086	Gipsy	Chatham, N.B	Schr—Glt	1894	Caraquet, N.B.	42 8	13 7	6 0	20	W. S. Loggie Co., Ltd., Chatham, N.B.
111,848	Gipsy	"	"	1902	"	39 0	13 0	5 9	15	Wm. Fruing & Co., Ltd., Jersey.
92,359	Gipsy	Parrsboro'	"	1887	Waterside, N.B	52 3	16 9	5 9	33	L. H. Jenks, West Bay, Parrsboro', N.S.
72,332	Glad Tidings	St. John, N.B	"	1878	Greenwich, N.B	76 0	26 4	6 7	75	Josiah Christopher, Hopewell, N.B.
100,989	Gladiator	Chatham, N.B	"	1888	Caraquet, N.B.	36 0	12 3	4 6	11	P. Rive, Caraquet, N.B.
112,138	Gladiator	Shelburne	"	1903	Shelburne N.S.	36 0	11 6	6 0	11	Horatio N. Enslow, *et al.*, Shelburne, N.S.
100,964	Gladstone	Chatham, N.B	"	1888	Caraquet, N.B.	34 3	11 6	4 6	10	P. Rive, Caraquet, N.B.

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...	Gladstone	Kingston	Schr—Glt	1869	Dog Lake, Ont.	102 5	25 5	8 8	175	Thos. Currie, Seaforth, Ont.
116,827	Gladys	Barrington	Sloop	1905	Clarke's Harbour, N.S.	31 6	11 9	5 7	12	B. L. Goodwin, Cape Island, N.S.
121,851	Gladys B. Smith	Lunenburg	Schr—Glt	1905	LaHave, N.S.	93 4	25 0	10 0	100	W. C. Smith, Lunenburg, N.S.
94,944	Gladys E. Whidden	Liverpool	"	1889 1905	Shelburne, N.S. Liverpool, N.S.	104 0	28 4	11 0	197	C. E. Whidden, Antigonish, N.S.
111,432	Gladys Elena	Halifax	"	1902	Mahone Bay, N.S.	39 7	13 2	6 0	16	Charles Twohig, Pennant, N.S.
121,867	Gladys F.	Lunenburg	"	1906	La Have, N.S.	67 5	22 0	8 9	72	J. Norman Rafuse, La Have, N.S.
116,537	Gladys M. Smith	"	"	1905	Mahone Bay, N.S.	55 2	16 8	6 9	30	J. Smith, M.O. East Chezetcook, N.S.
100.910	Gleaner	Chatham, N.B.	"	1893	Caraquet, N.B.	38 0	12 3	5 2	13	L. Lanteigne, Caraquet, N.B.
103,874	Gleaner	Montreal	Sloop	1897	Ste. Anne de Bellevue, Que.	68 6	14 0	3 5	28	A. St. Denis, Ste. Anne de Bellevue, Que.
75,679	Gleaner	Quebec	Schr Glt.	1877	Esquimaux Point, Que.	56 7	18 0	7 3	41	Benj. Landry, Esquimaux Point, Que.
97,150	Gleaner	St. Andrews	"	1879	West Point, N.S.	34 0	13 0	5 0	13	Mrs. Victor Cook, St. John, N.B.
111.445	Gleanor	Ottawa	Scow—Chd.	1898	East Bay, Que.	53 0	13 0	4 4	20	Mrs. Sarah A. Kelly, Kippewa, Que.
100,003	Glenafton	Annapolis Royal	Bktn—Bkglt	1890	Granville, N.S.	134 8	31 5	12 4	344	W. K. Tyson, Mobile, Ala., U.S.A.
100.114	Glenara	Parrsboro'	Schr—Glt	1891	Spencer's Island, N.S.	75 7	23 9	6 3	72	Charles A. Starratt, Port Lorne, N.S.

61,599	Glendora	Shelburne	Schr—Glt	1876	Jordan River, N.S.	41 0	12 5	5 0	12	Jacob L. Jones, Jordan River, N.S.
......	Glengarry	Montreal	Barge—Chd	1872	Lancaster, Ont.	120 0	22 6	9 8	260	Montreal Transportation Co., Ltd., Montreal, Que.
107,916	Glenita C.	St. Andrews	Sloop	1898	Grand Manan, N.B.	29 3	11 6	6 4	12	Geo. E. Matthews, St. George, N.B.
111,742	Glenwood	Lunenburg	"	1902	Clyde River, N.S.	100 3	24 9	9 7	99	J. E. Backman, *et al.*, Lunenburg, N.S.
96,782	Glide	Halifax	"	1888	Hackett's Cove, N.S.	33 6	13 5	5 0	10	Sydney H. Garrison, Peggy's Cove, N.S.
80,831	Glide	Lunenburg	"	1879	East Port Medway, N.S.	39 3	14 3	5 6	16	F. A. Smith, Cape Sable Island, N.S.
90,754	Glide	St. John, N.B.	"	1886	Waterborough, N.B.	76 5	26 3	6 8	80	M. H. Tufts, St. John, N.B.
107,319	Globe	Halifax	"	1899	Lockeport, N.S.	57 3	16 9	7 8	32	Charles W. Hart, Sambro, N.S.
100,108	Glooscap	Parrsboro'	Ship—3 m	1891	Spencer's Island, N.S.	238 1	42 9	23 9	1721	George D. Spicer, *et al.*, Spencer's Island, N.S.
106,920	Gloria	Sydney	Cutter	1898	Southampton, Eng.	57 0	12 4	7 0	21	James Ross, Montreal, Que.
117,137	Glorianna	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	34 0	11 0	6 0	10	A. Boudreau, M.O., Tusket Wedge, N.S.
103,752	Glyndon	Lunenburg	Schr—Glt	1897	LaHave, N.S.	92 9	24 9	10 0	99	J. A. Romkey, Ritcey's Cove, N.S.
107,840	Gog	Victoria	Barge—Chd	1901	Victoria, B.C.	95 5	30 3	6 8	132	Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
64,573	Gold Finder	St. John, N.B.	Schr—Glt	1871 1886	Westfield, N.B.	72 2	25 3	7 2	69	S. W. Boyd, Pennfield, N.B.
107,775	Gold Seeker	Chatham, N.B.	Schr—Glt	1900	Caraquet, N.B.	36 4	12 8	5 5	13	C. Robin, Collas & Co., Ltd., Jersey.
92,586	Golden Bow	Quebec	"	1891	Anticosti, Que.	71 2	20 0	8 7	61	Manicouagan & English Bay Export Co., Quebec, Que.
107,870	Golden Crown No. 1	Dawson	Dredge—drague.	1902	White Horse, Y.T.	85 0	25 0	5 0	114	William Ogilvie, White Horse, Y.T.
......	Golden Harbor	Windsor, Ont.	Scow—Chd.	1873	Belle River, Ont.	68 6	17 7	4 6	42	A. Ouelette, Belle River, Ont.
100,270	Golden Light	Windsor, N.S.	Schr—Glt	1892	Blomidon, N.S.	45 5	16 0	5 9	24	Sir F. W. Borden, Canning, N.S.
116,507	Golden Rod	Lunenburg	"	1904	LaHave, N.S.	69 8	22 2	8 6	76	Adnah Burns, M.O., LaHave, N.S.
190,271	Golden Rod	Windsor, N.S.	Bktn—Bkglt	1892	Kingsport, N.S.	160 0	36 0	13 2	533	Samuel Reynard, *et al.*, New York, N.Y., U.S.A.
107,432	Golden Rule	Barrington	Schr—Glt	1862	Kennebunk, Me., U.S.A.	62 0	18 2	6 7	49	Wm. H. Swim, *et al.*, Barrington, N.S.
116,298	Golden Rule	Charlottetown	"	1901	Murray River, P.E.I.	34 0	11 0	5 3	8	John Cahoon and Lot Graham, Murray Harbour, P.E.I.
107,062	Golden Rule	St. John, N.B.	"	1897	Canning, N.B.	62 0	23 0	6 3	55	Fred and W. H. Gough, St. Martins, N.B.
112,132	Golden Rule	Shelburne	"	1902	Shelburne, N.S.	104 0	25 5	9 7	148	Zeph. Nickerson, Port Clyde, N.S.

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94,963	Golden Seal	Halifax	Schr—Glt	1889	Pleasantville, N.S.	50 0	18 0	7 0	32	Ernest Cormier, Amherst, M.I., Que.
107,472	Goldie G.	Digby	"	1899	Young's Cove, N.S.	44 5	12 6	5 2	15	Watson Guest, *et al.*, Young's Cove, N.S.
83,026	Gondola	Wallaceburg	Barge—Chd	1881	Wallaceburg, Ont.	102 4	23 8	6 0	91	E. Houston, Dresden, Ont.
96,850	Good News	Toronto	Schr—Glt	1894	Sand Beach, U.S.A.	42 0	13 0	4 5	18	Wm. Appleton, Toronto, Ont.
103,877	Grace	Montreal	Scow—Chd	1894	Toledo, Ohio, U.S.A	91 6	26 7	5 4	106	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,987	Grace	Shelburne	Schr—Glt	1900	Sable River, N.S.	63 3	19 5	7 8	53	D. A. Ryan, Bonavista, Nfld.
103,544	Grace D	Halifax	"	1890	Pennant. N.S.	34 2	10 6	4 8	10	J. Maryatt, Pennant, N.S.
112,131	Grace D. Day	Shelburne	"	1902	Sable River, N.S.	57 4	18 5	7 0	39	Ainslie Hubly, St. Margaret's Bay, N.S.
111,747	Grace Darling	Lunenburg	"	1902	Mahone Bay, N.S.	96 8	25 0	10 5	100	Warden Dauphinee, *et al.*, St. Margaret's Bay, N.S.
122,003	Grace Darling	"	"	1906	Mahone Bay, N. S.	66 6	20 6	8 0	64	Augustus Lantz, M.O., Mahone Bay, N.S.
111,674	Grace Darling	Parrsboro'	"	1901	Lower Selmah, N.S.	82 7	25 7	8 4	97	Josiah Soley, Economy, N.S.
116,680	Grace Darling	St. Andrews	Sloop	1904	Shelburne, N.S.	38 0	13 0	5 2	12	Judson L. Guptill, Grand Manan, N.B.
107,910	Grace & Ethel	"	"	1899	St. John, N.B.	34 0	13 0	5 5	16	Robert Ingersoll, Grand Manan, N.B.
107,534	Gracie C	St. John, N.B	"	1898	Milledgeville, N.B.	24 7	7 3	2 3	3	E. N. Jones, St. John, N.B.

116,731	Grand Desert	Halifax	Schr—Glt	1904	Grand Desert, N.S	74 0	21 6	8 3	65	Martin Julien, M.O., Grand Desert, N.S.
88,220	Grandee	"	"	1883	Mahone Bay, N.S.	37 5	12 9	6 0	14	Alexander Fougere, Halifax, N.S.
101,296	Grandee	Sydney	"	1873	Portsmouth, U.S.A	197 2	38 5	23 8	1262	The Dominion Coal Co., Ltd., Montreal, Que.
107,741	Granger	Picton, Ont.	"	1899	Stella, Ont	50 0	14 1	14 5	21	Geo. Cadotte, Wolf Island, Ont.
92,668	Grant	Ottawa	Barge—Chd	1887	Hull, Que	112 0	23 0	7 6	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
75,641	Grantham	St. Catharines	Schr—Glt	1873	Port Robinson, Ont	140 0	23 7	11 7	325	Ira A. Breck, Garden Island, Ont.
112,157	Grasshopper	Chatham, N.B	"	1902	Caraquet, N.B	42 0	14 0	5 9	16	Philip Rive, Caraquet, N.B.
116,883	Grayling	Arichat	"	1904	Port Mulgrave, N.S.	41 0	14 0	6 6	25	William H. Reeves, M.O., Middle Melford, N.S.
90,746	Grayling	Sydney	"	1885	Rothesay, N.B.	41 6	16 0	4 9	21	Angus McLeod, Sydney, N.S.
100,992	Great Mogul	Chatham, N.B	"	1888	Caraquet, N.B.	34 0	13 0	4 4	11	P. Rive, Caraquet, N.B.
107,996	Green Linnet	Canso	"	1886 1892	Tancook, N.S.	37 0	12 0	6 0	12	John D. Ryan, Canso, N.S.
107,435	Greenback	St. Andrews	"	1899	Meteghan, N.S	38 0	14 7	8 0	22	Charles E. King, Grand Manan, N.B.
111,683	Greenwood	Shelburne	"	1901	Shelburne, N.S	70 0	21 5	8 9	71	Edward P. Greenwood, North East Harbour, N.S.
94,725	Grenada	Windsor, N.S.	Bktn—Bkgt	1888	Horton, N.S	161 0	34 6	15 1	635	J. T. North, Hantsport, N.S.
96,702	Grenville	Ottawa	Barge—Chd	1889	Grenville, Que	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,972	Greta	Dorchester	Schr—Glt	1899	Dorchester, N.B	103 0	28 3	8 7	146	Hiram W. Palmer, Dorchester, N.B.
116,738	Gretta	Halifax	"	1904	Clam Harbour, N.S	38 5	13 7	5 6	14	Alton Russell, Clam Harbour, N.S.
90,512	Greville	Parrsboro'	"	1887	Parrsboro', N.S	65 6	19 1	7 6	57	John Woods Parrsboro', N.S.
92,508	Grey Eagle	St. Andrews	"	....	Booth Bay, Me., U.S.A.	32 6	11 9	7 0	13	B. Dick, St. George, N.B.
111,411	Grilse	Pictou, N.S.	"	1900	Lunenburg, N.S	63 0	18 6	7 5	38	J. H. McKenzie, Pictou, N.S.
72,719	Grimsby	St. Catharines	"	1874	St. Catharines, Ont	137 3	26 2	11 8	331	Alexander Laplante, Lachine, Que.
92,418	Grip	Chatham, N.B	"	1889	Tracadie, N.B	37 3	13 2	5 0	12	Gervais Chenard, Caraquet, N.B.
66,602	Grizelda	Sydney	"	1870	Great Bras d'Or, N.S	63 8	20 0	8 9	61	Wm. Carey, Little Bras d'Or, N.S.
116,591	Gudrun	Montreal	Sloop	1901	Dorval, Que	31 6	8 2	1 6	1	David A. Poe, Montreal, Que.
71,072	Guest	Amherstburg	Schr—Glt	1891	Toussaint, U.S.A	45 3	13 3	4 6	11	W. L. Carr, Kingston, Ont.

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88,599	Guide	Arichat	Schr—Glt	1885	Eel Brook, N.S.	59 2	18 9	6 5	38	Edward Poirier, Descouse, N.S.
116,527	Guide	Lunenburg	"	1905	La Have, N.S.	75 2	21 8	8 5	73	W. N. Reinhardt, M. O., La Have, N.S.
100,790	Guiding Star	Chatham, N.B.	"	1890	Caraquet, N.B.	35 9	12 6	4 4	11	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
107,763	Gainea	Charlottetown	"	1900	Cape Egmont, P.E.I.	32 5	11 6	4 7	10	Boyce Harding, French River, P.E.I.
111,551	Guior	St. Andrews	Sloop	1898	West Isles, N.B.	40 6	13 4	6 0	17	Wm. M. Kent, Grand Manan, N.B.
103,394	Gull	Deseronto	"	1865 1896	Ogdensburg, N. Y., U.S.A.	52 0	15 0	5 0	25	Peter Coté, Belleville, Ont.
59,396	Gurtie Westbrooke	St. Andrews	Schr—Glt	1878	West Isles, N.B.	34 0	12 8	5 4	16	James Cline, West Isles, N.B.
74,217	Gustave Adolphe	Montreal	Sloop	1875	St. Aimé, Que.	93 0	23 2	6 2	90	Ignace Caron, St. Aimé, Que.
121,976	Gwenol	Victoria	"	1895	Victoria, B.C.	40 0	10 8	2 6	5	James Sydney Gibb, and Charles Wallace Rhodes, Victoria, B.C.
121,827	Gwenola	Montreal	"	1906	Dorval, Que.	35 0	8 2	2 6	4	Hon. Mr. Justice Charles Peers Davidson and Peers Davidson, J.O., Montreal, Que.
100,279	Gypsum Emperor	Windsor, N.S.	Schr—Glt	1892	Parrsboro', N.S.	179 2	36 2	16 2	695	Gypsum Packet Co., Ltd., Windsor, N. S.
100,731	Gypsum Empress	"	"	1892	Horton, N.S.	174 0	36 4	16 5	723	" " "
94,870	Gypsum Queen	Parrsboro'	"	1891	Parrsboro', N.S.	155 5	37 8	16 0	609	F. C. Lockhart, New York, N.Y., U.S.A.

117,064	H. No. 1..	Ottawa	Barge—Chd	1902	Birch Lake, Que	35 8	13 0	4 0	24	John F. Hurdman, Ottawa, Ont.
117,065	H. No. 2	"	"	1902	"	48 0	13 0	4 0	28	" " "
117,066	H. No. 3	Ottawa	"	1902	"	48 0	13 0	4 0	28	John F. Hurdman, Ottawa, Ont.
117,067	H. No. 4	"	"	1902	"	52 0	13 0	4 0	29	" " "
117,068	H. No. 5	"	"	1902	"	52 0	13 0	4 0	29	" " "
96,862	H. B	Prescott	"	1890	Montreal, Que	170 7	33 8	13 0	541	Jas. Buckly, Prescott, Ont.
85,750	H. B	Quebec	Schr—Glt	1883	Esquimaux Point, Que	63 5	21 0	8 2	57	Edouard Boudreault, Esquimaux Point, Que.
96,756	H. A. Holder	St. John, N.B		1889	Greenwich, N.B	81 7	27 0	7 1	94	S. M. Rolf, *et al.*, Port Greville, N.S.
117,049	H. C. Phillips	Barrington	Sloop	1905	Clarke's Harbour, N.S	32 0	11 0	6 7	11	Osborn Phillips, Clarke's Harbour, N.S.
116,399	H. F Church	Sarnia	Barge—Chd	1875	Trenton, N. J., U. S. A.	138 3	26 0	11 2	306	John Garroch, Sarnia, Ont.
111,418	H. H. Kitchener	Lunenburg	Schr—Glt	1900	La Have, N.S	90 2	25 0	10 0	100	John W. Haughn, La Have, N.S.
111,678	H. J. Logan	Parrsboro'	"	1902	Parrsboro', N.S	175 3	37 3	18 9	772	D. S. Howard, Parrsboro', N.S.
90,814	H. M. Ballou	Port Hope	"	1867	Oak Orchard, U.S.A	80 9	17 7	6 4	52	E. Goldring, Toronto, Ont.
72,580	H. M. Stanley	Kingston	"	1873	Port Dalhousie, Ont.	132 3	25 6	11 7	305	The Morden Transit Co., Ltd., Midland, Ont.
96,957	H. M. Stanley	St. John, N.B	"	1890	Newcastle, N.B	76 2	27 5	7 0	98	S. J. Bates, Springfield, N.B.
80,951	H. N. Todman	Windsor, Ont.	"	1867	Wellington, Ont	92 2	22 6	8 3	110	Wm. Stone Rice, Puce, Ont.
90,619	H. R. Emmerson	Moncton	"	1890	Coverdale, N.B	78 5	24 8	7 7	98	John L. Peck, Hillsboro', N.B.
80,899	H. T. Walcot	Ottawa	Barge—Chd	1880	Hull, Que	110 0	22 1	7 8	163	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
100,856	H. Auger	Quebec	Schr—Glt	1892	Les Ecureuils, Que	54 6	15 6	6 6	37	Joseph N. Dussault, Les Ecureuils, Que.
66,043	H. Labranche	"	Barge—Chd	1872	Ste. Geneviève de Batiscan, Qué.	92 9	20 5	6 7	87	Z. LeBrun, St. Aimé, Que.
112,284	Haines Bros	Digby	Schr—Glt	1902	Meteghan, N.S	55 6	17 8	6 9	46	Ed. Haines, *et al.*, Freeport, N.S.
75,499	Halcyon	Charlottetown	"	1877	Brudenel River, P.E I	48 5	15 3	5 4	24	Wallace W. Jenkins, Georgetown, P.E.I.
90,730	Halicia	Halifax	Cutter	1887	Dartmouth, N.S	33 2	6 4	5 5	6	Samuel Trott, Seaton, England.
121,835	Halytan	St. John, N.B	Schr—Glt	1905	Cambridge, N.B	44 7	15 6	8 3	31	Warren A. E. Dykeman, Cambridge, N.B.
92,482	Hamburg	Windsor, N.S	Bk—Bq	1886	Hantsport, N.S	216 2	43 0	24 0	1649	A. B. Coldwell, Boston, Mass., U.S.A.

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111,661	Hamilton	Montreal	Barge—Chd	1901	Hamilton, Ont	202 2	41 0	13 1	970	Montreal Transportation Co., Ltd., Montreal, Que.
116,287	Handy Andy	Halifax	Schr—Glt	1903	Sheet Harbour, N.S.	37 3	12 2	6 3	15	John P. Westhaver, Sheet Harbour, N. S.
100,798	Handy No. 1	Victoria	Scow—Chd.	1888	Tacoma, Wash., U.S.A.	76 0	26 0	6 0	103	Sayward Mills & Timber Co., Ltd., Victotia, B. C.
59,129	Hannah D.	St John, N.B	Schr—Glt	1868	St. John, N.B	75 6	22 6	7 9	76	James Donovan, Castletown, Cork Co., Ireland.
74,128	Happy-Go-Lucky	Charlottetown	"	1877	Port Medway. N. S.	56 0	19 0	7 0	36	George Allen, Montague, P.E.I.
100,815	Happy Home	Barrington	"	1894	Cape Negro, N.S.	36 0	11 3	4 5	10	W. H. Harris, Halifax, N.S.
111,849	Happy Home	Chatham, N.B.	"	1902	Caraquet, N.B.	40 0	13 0	5 7	16	H. LeBouthillier, Caraquet, N.B.
116,962	Happy Home	St. Andrews	"	1904	Pennfield, N. B.	37 5	15 6	7 0	24	Daniel Thompson and Jno. McDowell, Pennfield, N.B.
36,709	Hare	Paspebiac	"	1865	Paspebiac, Que.	55 0	16 0	5 9	24	Wm. Buttle, New Carlisle. Que.
100,956	Harold N.	Chatham, N.B	"	1893	Shippegan, N.B.	36 4	12 1	4 7	12	W. S. Loggie Co., Ltd., Chatham, N.B.
94,839	Harrie	St. Andrews	"	1882	Brier Island, N.B.	30 0	12 2	6 2	14	Abram Mathews, Campo Bello, N.B.
80,895	Harry	Ottawa	Barge—Chd	1879	Ottawa, Ont	111 1	22 0	7 4	166	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,119	Harry	Parrsboro'	Schr—Glt	1892	Port Greville, N.S	153 8	35 0	12 5	422	C. T. White, Apple River, N.S.
97,038	Harry	Yarmouth	Bktn—Bkglt	1891	Beaver River, N.S	92 4	25 0	9 9	144	Henry Lewis, Yarmouth, N.S.

80,825	Harry B.	Liverpool	Schr—Glt.	1880 1898	Bridgewater, N.S. Liverpool, N.S.	67 0	21 8	8 8	67	J. H. Smith, *et al.*, Brooklyn, N.S.
111,839	Harry C.	Digby	"	1902	Salmon River, N.S.	33 0	10 0	5 7	16	Fred. J. Coggins, Westport, N.S.
107,342	Harry C. Ellis	Yarmouth	Schr—Glt	1901	Pubnico, N.S.	45 0	13 4	7 0	16	A. W. Smith, Yarmouth, N.S.
116,894	Harry M. Johnson	"	Sloop	1904	Clarke's Harbour, N.S.	38 4	12 0	6 0	14	Chas. H. Crowell, Clarke's Harbour, N.S.
116,721	Harry Miller	St. John, N.B.	Schr—Glt	1904	The Range, N.B.	114 1	30 0	10 3	246	Joseph E. Miller, M.O., Waterboro', N.B.
80,391	Harry Morris	"	"	1882	Parrsboro', N.S.	77 4	24 1	8 0	98	Robert Carson, St. Martin's, N.B.
96,758	Harry W. Lewis	"	"	1889	Hopewell Cape, N.B.	121 6	31 5	11 0	297	F. W. Sumner, Moncton, N.B.
116,322	Hartney W.	Parrsboro'	"	1903	Port Greville, N.S	123 3	32 2	11 2	271	C. C. Langill, M.O., Parrsboro', N.S.
....	Harvest	Montreal	Barge—Chd	1870	Montreal, Que	120 4	22 3	10 5	262	J. L. B. Leclaire, Sorel, Que.
103,263	Harvest Home	St. John, N.B.	Schr—Glt	1896	Cambridge, N.B.	64 2	23 3	5 9	53	Harry W. Porter, Chipman, N.B.
92,491	Harvest Queen	Windsor, N.S.	Ship—3 m	1887	Cornwallis, N.S.	257 0	45 0	24 6	1894	The Ship Harvest Queen Co., Ltd. Wolfville, N.S.
107,587	Harvey	Lindsay	Barge—Chd	1897	Bobcaygeon, Ont.	70 0	18 6	5 0	65	Robert Kennedy, Lindsay, Ont.
107,811	Hastings	Peterborough	"	1897	Burnett's Mills Landing, Ont.	61 0	15 5	4 5	36	Frank Burnett, Birdsall, Ont.
88,401	Hattie	Digby	Schr—Glt	1884	Green Cove, N.S.	57 8	17 5	6 6	37	E. C. Bowers, *et al.*, Westport, N.S.
112,129	Hattie	Lunenburg	"	1903	Lunenburg, N.S.	44 4	12 3	5 7	12	Arthur Jollymore, Indian Harbour N.S.
100,388	Hattie	Sydney	Schr—Glt	1894	Aspy Bay, N.S.	54 7	17 0	5 8	27	W. J. Naus, Halifax, N.S.
100,327	Hattie	Yarmouth	"	1892	Argyle, N.S.	33 0	12 6	5 0	10	R. Ellenwood, Yarmouth, N.S.
83,296	Hattie Ann	Kingston	Sloop	1883	Cranberry Lake, Ont	84 4	17 4	4 8	51	James Mullens, Belleville, Ont.
85,598	Hattie C.	St. John, N.B.	Schr—Glt	1883	Hopewell Cape, N.B	97 5	28 4	10 0	160	Thomas King, North Sydney, N.S.
116,743	Hattie D.	Halifax	"	1904	Mahone Bay, N.S.	65 6	20 4	7 8	62	Richard Drew, Terence Bay, N.S.
90,647	Hattie Emeline	Yarmouth	"	1885	Pubnico, N.S.	31 1	13 7	4 9	11	Chas. Reynolds, Port la Tour, N.S.
94,622	Hattie H.	Ottawa	Barge—Chd	1888	Ottawa, Ont	108 0	23 0	6 0	134	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,437	Hattie L.	St. Andrews	Sloop	1890	Musquash, N.B.	29 6	12 0	5 6	12	Francis A. Cheney, Grand Manan, N.B.
107,641	Hattie L. M.	Halifax	Schr—Glt	1899	Mahone Bay, N.S.	86 4	23 5	9 6	88	C. H. MacLeod, Pictou, N.S.
11,516	Hattie Louise	St. John, N.B.	Sloop	1898	Seal Cove, N.B.	33 9	13 0	5 0	11	James W. Wooster, Grand Manan, N.B

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	Hattie McKay	Parrsboro'	Schr—Glt	1896	Parrsboro', N.S.	68 1	22 2	7 3	74	Jas. H. Card, Parrsboro', N.S.
100,888	Hattie Muriel	St. John, N.B.	"	1894	Scotch Town, N.B.	79 5	26 4	6 8	85	H. H. Moore, *et al.*, Hopewell Cape, N.B.
121,805	Hattie Quinlen	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	30 0	10 6	6 0	10	Wm. L. Quinlen, Clarke's Harbour, N.S.
80,799	Hattie T.	Barrington	Schr—Glt	1883	Beaver River, N.S.	42 5	14 6	5 7	16	D. O. Kendrick, Shag Harbour, N.S.
107,480	Hattie & Eva	Digby	Sloop	1900	Freeport, N.S.	32 4	11 2	5 2	11	Milton Haines, *et al.*, Freeport, N.S.
121,797	Hattie & Nina	Yarmouth	"	1905	Shelburne, N.S.	31 0	11 6	6 0	10	A. H. Perry, North West Harbour, N.S.
112,111	Havana	Lunenburg	Schr—Glt	1903	Bridgewater, N.S.	96 8	25 0	10 0	100	Albert V. Conrad, La Have, N.S.
111,996	Havelock	Annapolis Royal	"	1901	Bridgetown, N.S.	112 0	30 3	11 2	198	F. W. Pickels, *et al.*, Annapolis Royal, N.S.
83,463	Havelock	St. Andrews	"	1852	Newark, Conn., U. S. A.	48 0	17 0	7 0	33	W. James, Campo Bello, N.B.
121,863	Hazel	Lunenburg	"	1906	LaHave, N.S.	73 8	21 6	8 4	71	Jeffrey W. Publicover, LaHave, N.S.
122,139	Hazel	Yarmouth	Sloop	1906	Barrington, N.S.	30 0	11 0	6 0	10	David E. Watkins, Barrington, N.S.
80,643	Hazel Dell	"	Schr—Glt	1883	Pubnico, N.S.	79 9	21 9	9 1	87	Robert Murray, *et al.*, Port Richmond, N.S.
85,554	Hazel Glen	Annapolis Royal	"	1884 1903	Pubnico, N.S. Granville Ferry, N.S.	81 8	22 4	8 8	89	Mrs. L. E. Anderson, *et al.*, Clark's Harbour, N.S.
116,677	Hazel L.	St. Andrews	Sloop	1904	Shelburne, N.S.	37 0	13 3	5 6	15	Manford Lorimer, Grand Manan, N.B.

117,091	Hazel Maud........	Arichat...	Schr—Glt	1904	Liscomb, N.S.	35 0	11 3	5 6	10	J. Hartling, Liscomb, N.S.
111,688	Hazelwood..........	Shelburne.	" ...	1902	Brighton, N.S	50 1	16 7	7 2	29	Geo. C. Stevens, Freeport, N.S.
92,372	Hazelwoode	St. John, N.B	"	1888	Moss Glen, N.B	93 3	26 6	7 6	114	James Jardine and John Jardine, Rexton, N.B.
77,732	Heather Bell.	Digby........	"	1879	Bear River, N.S........	40 2	13 3	5 1	13	H. E. Gillis, *et al.*, Annapolis Royal, N.S.
71,145	Heather Belle . ..	Goderich.	"	1868	Picton, Ont.....	93 0	22 3	7 8	121	R. Gawley, Eastnor, Ont.
103,548	Hebe	Halifax	Sloop..	1896	Mahone Bay, N.S.	40 2	10 6	3 0	8	J. M. Allen, Halifax, N.S.
38,468	Hector..............	Arichat......	Schr—Glt	1865	River Bourgeoise, N.S ..	59 8	17 9	7 6	35	Geo. Walker, Basin River Inhabitants, N.S.
90,735	Hector..	Port Hawkesbury..	"	1886	Basin River Inhabitants, N.S.	31 0	10 5	4 7	11	Nicholas McDonald, River Inhabitants, N.S.
80,699	Hector..	Montreal..	Barge—Chd. ..	1882 1896	Kingston, Ont	170 3	35 5	11 9	539	Montreal Transportation Co., Ltd., Montreal, Que.
88,694	Hector......	St. John, N.B......	Bktn—Bkglt....	1885	St. John, N.B	156 6	32 6	13 0	498	Chas. McL. Troop, *et al.*, St. John, N.B.
90,859	Hector W. McG....	Port Hawkesbury...	Schr—Glt	1886	Lunenburg, N.S..... ..	79 9	23 5	9 0	99	Walter Murray, M.O., Port Hawkesbury, N.S.
77,879	Hedwidge	Quebec........... ...	"	1879	Cap St. Ignace, Que. ...	62 0	20 3	5 6	44	Evan John Price, Quebec, Que.
103,876	Helen.............	Montreal..	Scow—Chd.....	1894	Toledo, Ohio, U.S.A...	96 6	26 7	5 4	105	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
83,377	Helen	Toronto	Schr—Glt	1882	Oakville, Ont.... ...	79 3	19 7	5 4	61	J. H. Goldring, Toronto, Ont.
122,100	Helen C........ ...	Yarmouth........	Sloop...... ...	1905	Shelburne, N.S..... ...	30 0	10 6	6 0	10	Nehemiah Crowell, Woods Harbour N.S.
116,442	Helen C. Morse.....	Lunenburg..	Schr—Glt	1903	Sable River, N.S.	87 6	23 3	8 7	98	John W. Westhaver, *et al.*, Lunenburg, N.S.
122,232	Helen Davis........	Barrington.	Sloop.	1906	Clark's Harbour, N.S...	33 6	11 4	6 0	12	Lauless Brannen, M.O., Clark's Harbour, N.S.
100,067	Helen E. Kenney...	St. John, N.B... ..	Schr—Glt	1891	Black River, N.B.	126 8	30 2	11 5	294	J. A. Sinclair, *et al.*, St. John, N.B.
103,020	Helen M....	Parrsboro'........	"	1895	Port Greville, N.S ...	64 0	21 6	7 2	62	B. Hatfield, Advocate Harbour, N.S.
90,734	Helen M. Crosby ...	Port Hawkesbury...	"	1865	Essex, Mass., U.S.A....	72 5	20 9	7 1	64	A. F. Cameron, Sherbrooke, N.S.
100,544	Helen Maud.... ..	Digby.............	"	1896	Freeport, N.S	43 5	15 6	6 1	26	C. McDormand, Westport, N.S.
107,292	Helen Shafner	Annapolis Royal ...	"	1899	Bridgetown, N.S	107 0	29 6	10 1	180	F. W. Pickels, *et al.*, Annapolis Royal, N.S.
116,493	Helen Stewart.. ..	Lunenburg.........	"	1903	Lunenburg, N.S	102 2	28 0	10 8	180	William A. Miller, Alberton, P.E.I.
116,917	Helen Vair.	Liverpool..	"	1906	Liverpool, N.S..........	83 0	23 3	8 9	79	George A. Buffett, Grand Bank, Nfld.
116,874	Helena............	St. Catharines.....	Barge—Chd	1905	Merritton, Ont.........	135 3	26 2	8 0	218	J. Battle, Thorold, Ont.

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100,117	Helena M	Parrsboro'	Schr—Glt	1892	Parrsboro', N.S.	62 3	19 7	7 2	55	S. W. Woods, Parrsboro', N.S.
72,672	Hellen	Victoria	Sloop	1877	Victoria, B.C.	37 5	11 4	4 0	11	E. Crowe Baker, Victoria, B.C.
112,009	Henrietta	Port Arthur	Dredge—Drague	1879	Duluth, Minn., U.S.A.	126 0	28 0	4 0	125	Algoma Builders' Supply Co., Ltd., Port Arthur, Ont.
107,753	Henry Ellsworth	Charlottetown	Schr—Glt	....	Essex, Mass., U.S.A.	67 0	20 0	7 2	45	J. S. Wedlock, *et al.*, French River, London, P.E.I.
111,578	Henry Fitzhugh	Toronto	Barge—Chd	1866	Oswego, N.Y., U.S.A.	138 0	26 0	11 0	300	The Parry Sound Lumber Co., Ltd., Parry Sound, Ont.
83,194	Henry G. Ives	Pictou, N.S.	Schr—Glt	1886	Merigomish, N.S.	68 4	22 1	7 8	68	A. LeBlanc, Arichat, N.S.
122,114	Henry H. Dicks	Sydney	"	1906	New Harris, N.S.	70 0	20 5	8 0	65	Mrs. Agnes J. Dicks, Georgetown, P.E.I.
103,717	Henry L.	Yarmouth	"	1898	Pubnico, N.S.	33 0	12 5	5 7	10	A. C. D'Entremont, Pubnico, N.S.
122,005	Henry L. Montagne.	Lunenburg	"	1906	Lunenburg, N.S.	98 6	24 5	10 4	96	William C. Smith, M.O., Lunenburg, N.S.
103,311	Henry L. Phillips	Port Hawkesbury	"	1868	Booth Bay, Me., U.S.A.	74 8	21 6	7 6	78	John Arseneau, Magdalen Islands, Que.
94,856	Henry Nickerson	Parrsboro'	"	1871	Bath, Me., U.S.A.	74 7	21 4	7 7	70	A. H. Boudrot, Arichat, N.S.
75,902	Henry Swan	Sackville	"	1878	Richibucto, N.B.	70 2	22 4	7 6	63	Chas. W. Ford, Sackville, N.B.
107,060	Herald	Barrington	"	1904	Barrington, N.S.	63 2	20 3	7 9	42	Paul E. Crowell, Barrington, N.S.
72,556	Herbert Dudley	Kingston	"	1875	Portsmouth, Ont.	120 0	24 5	10 1	199	De Witt Carter, Port Colborne, Ont.

100,994	Hercules	Chatham, N.B	Schr—Glt	1891	Shippegan, N.B	34 6	12 8	4 6	10	P. Rive, Caraquet, N.B.
88,630	Hercules	Windsor, Ont.	Dredge—Drague	1880	Detroit, Mich., U.S.A.	65 0	22 2	5 4	91	Thomas Reid, Walkerville, Ont.
116,892	Hermes II	Yarmouth	Sloop	1898	Booth Bay, Me., U.S.A.	51 0	14 5	6 0	14	Irvine A. Lovitt, Yarmouth, N.S.
69,576	Hermine	Quebec	Schr—Glt	1873	St. Germain de Rimouski, Que.	40 0	13 6	6 4	20	Thèophile Bouchard, Bay St. Paul, Que.
116,494	Hero	Lunenburg	"	1903	La Have, N.S	43 2	13 6	6 0	18	Enoch Langille, La Have, N.S.
107,771	Heron	Chatham, N.B	"	1899	Shippegan, N.B.	36 0	12 9	5 1	13	Wm. Fruing & Co., Ltd., Jersey.
77,786	Hesperus	Halifax	"	1880	Port Medway, N.S	43 4	13 6	6 2	17	Jas. Reyno, Herring Cove, N.S.
94,893	Hesperus	Vancouver	Sloop	1889	Vancouver, B.C.	35 5	12 3	5 5	20	Johanes Jaago, Vancouver, B.C.
83,259	Hettie May	Annapolis Royal	Schr—Glt	1883	Granville, N.S	41 0	14 0	5 8	15	J. C. Winchester, Granville, N.S.
121,857	Hiawatha	Lunenburg	"	1906	Lunenburg, N.S.	95 2	25 0	10 0	99	Benjamin Cook, M.O., Rose Bay, N.S.
96,904	Hiawatha	Montreal	Barge—Chd	1890	Garden Island, Ont.	176 5	30 0	11 9	518	The Montreal Transportation Co., Ltd., Montreal, Que.
77,756	Hiawatha	Shelburne	Schr—Glt	1880	Jordan River. N.S	71 0	21 5	8 8	66	C. Hardy, Mahone Bay, N.S.
100,347	Hibernia	Maitland	"	1902	Noel, N.S.	132 5	31 5	11 7	298	E. A. O'Brien, Noel, N.S
72,996	Highland Beauty	Toronto	"	1876	Oakville, Out.	80 0	15 9	6 6	58	W. E. Lobb, Picton, Ont.
69,097	Highland Jane	Halifax	"	1874	Jeddore, N.S.	52 0	17 1	7 4	32	Alburn Corkum, Chester, N.S.
96,870	Hilda	Montreal	Barge—Chd	1898	Toronto, Ont.	160 0	30 0	12 3	418	The Montreal Transportation Co., Ltd., Montreal, Que.
122,099	Hilda	Yarmouth	Sloop.	1906	Tusket Wedge, N.S.	36 0	13 0	7 0	17	James A. Boudreau, M.O., Tusket Wedge, N.S.
121,993	Hilda M. Backman	Lunenburg	Schr—Glt	1906	LaHave, N.S.	80 6	23 8	8 8	81	James G. Backman, M.O., Rose Bay, N.S.
116,740	Hilda M. Horton	Halifax	"	1904	Beckerton, N.S	49 4	15 5	7 3	29	Edward F. C. Horton, M.O., Beckerton, N.S.
100,161	Hilda Maude	Port Hawkesbury	"	1891	La Have, N.S.	51 7	18 6	7 6	46	John Malcom, *et al.*, Port Malcolm, N.S.
103,708	Hillside	Yarmouth	Bktn—Bkglt.	1897	Grangemouth, G.B.	158 0	33 1	13 1	439	Hillside Shipping Co., Ltd., Yarmouth, N.S.
122,141	Hillside	Yarmouth	Sloop.	1905	Wood Harbour, N.S.	30 0	11 0	6 6	10	Shurben L, Nickerson, M.O., Woods Harbour, N.S.
73,942	Hiram	Ottawa	"	1876	Ottawa, Ont.	104 5	22 2	7 0	134	R. M. Easton, Merrickville, Ont.
59,991	Hiram Benson	Toronto	Barge-Chd	1871	Quebec, Que.	140 5	26 0	11 0	275	Jas. Playfair and W. A. Clark, jr., J.O., Collingwood, Ont.
103,765	Hirondelle	Chatham, N.B.	Schr—Glt	1894	Caraquet, N.B.	32 6	12 0	4 8	11	T. Ahier, Shippegan, N.B.

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....	Hirondelle..........	Montreal.........	Barge—Chd....	1873	St. Aimé, Que..........	86 5	20 0	5 0	59	Mich. Laramie, St. Louis, Que.
69,620	Hirondelle....... ..	Quebec...........	"	1873	Ste. Emélie, Que......	68 5	22 0	6 6	73	Alf. Arcand, Portneuf, Que.
74,253	Hirondelle....... ..	"	Schr—Glt....	1876	Mille Vaches, Que......	47 8	16 8	6 6	32	Joseph Gagné, jr., Malbaie, Charlevoix Co., Que.
112,109	Hispaniola..........	Lunenburg.........	"	1903	Lunenburg, N.S.........	90 4	24 3	9 3	91	Adam Knickle, Lunenburg, N.S.
121,717	Hokushinmaru... ..	Vancouver..........	"	1904	Steveston, B.C..........	31 5	13 0	3 8	15	Shinetaro Yoshihara, Vancouver, B.C.
107,586	Homer.............	Lindsay	Barge—Chd....	1898	Babcaygeon, Ont........	47 6	12 9	4 0	25	Robert Kennedy, Lindsay, Ont.
66,006	Hon. Hector Langevin.	Quebec..	Schr—Glt......	1872	St. Jean, Island of Orleans, Que.	80 5	22 0	9 2	90	Wm. Frung & Co., Ltd., Jersey.
59,868	Honble. David Price.	"	" . .	1868	Quebec, Que........ ...	69 0	20 2	8 9	63	Horace Demeule, Isle aux Coudres, Que.
103,984	Honorable Mercier..	"	"	1897	"	80 0	21 6	7 4	84	Nap Simard, St. Alexis, Co. Saguenay, Que.
116,933	Hootalinqua........	Victoria...........	Barge—Chd....	1899	Bennett Lake, B.C......	68 7	25 1	4 6	67	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
90,879	Hope...	Barrington.........	Schr—Glt	1887	Bear River, N.S... ...	46 0	15 9	6 0	22	M. Nickerson, Clarke's Harbour, N.S.
92,409	Hope	Chatham, N.B......	"	1888	Tracadie, N.B..........	40 8	14 8	5 5	18	J. Alexander, St. Aubin's, Jersey.
100,903	Hope	"	"	1895	Caraquet, N.B..	36 7	12 5	5 0	12	Mrs. Sarah Young and F.T.B. Young, J.O., Caraquet, N.B.
103,939	Hope	"	" .. .	1896	Pokemouche, N.B	34 0	12 0	5 0	11	Chas. Real, Shippegan, N.B.

69,172	Hope	Halifax	Schr—Glt	1873	Lunenburg, N.S	52 5	16 5	6 8	31	James Redmond, North Sydney, N.S.
....	Hope	Hamilton	Scow—Chd	1866	Port Nelson, Ont	54 0	12 0	4 9	25	Edward Adamson, Toronto, Ont.
77,565	Hope	Montreal	Barge—Chd	1878	Sorel, Que	100 0	21 3	7 2	105	F. Bramley, Sorel, Que.
61,425	Hope	Paspebiac	Schr—Glt	1872	Shippegan, N.B.	36 5	11 8	4 2	13	C. Robin Collas & Co., Ltd., Paspebiac, Que.
97,057	Horace B.	Liverpool	"	1892	Port Le Bear, N.S	38 0	13 6	5 8	14	G. H. Hiltz, Lockeport, N.S.
112,061	Hornet	Windsor, N.S.	"	1903	Blomidon, N.S.,	52 8	17 8	5 2	26	Willard Coffill, Canning, N.S.
100,906	Hotspur	Chatham, N.B	"	1891	Caraquet, N.B	37 0	12 7	4 6	10	P. Rive, Caraquet, N.B.
100,860	Hovington	Quebec	"	1891	Les Escoumains, Que	38 4	14 4	4 6	17	T. Caron, Les Escoumains, Que.
96,822	Howard	Lunenburg	"	1889	Chester Basin, N.S.	88 4	25 0	10 3	119	Edmund Pettipas, Descouse, N.S.
103,264	Howard D. Troop	St. John, N.B	"	1896	Liverpool, N.S.	85 0	22 0	8 7	69	Wm. Quinn, St. John, N.B.
122,001	Howard Young	Lunenburg	"	1906	Lunenburg, N.S.	75 2	22 4	8 6	75	James Young, M.O., Lunenburg, N.S.
103,448	Hoyer	Ottawa	Barge—Chd	1889	Buckingham, Que	71 0	17 6	5 0	32	Geo. Bothwell, Buckingham, Que.
116,903	Hugh G.	Parrsboro'	Schr—Glt	1905	Port Grenville, N.S.	154 2	34 2	12 8	430	Hugh Gillespie, Parrsboro' N.S.
111,416	Hugh John	Lunenburg	"	1900	Lockeport, N.S.	104 1	24 9	10 1	119	Henry Ritcey, *et al.*, La Have, N.S.
103,543	Humbug	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	J. D. Ritchie, Halifax, N.S.
107,934	Hume No. 1	New Westminster	Scow—Chd	1900	New Westminster, B.C.	43 0	14 0	4 0	24	John A. Hume & Co., Ltd., New Westminster, B.C.
107,935	Hume No. 2	New Westminster	Scow—Chd	1900	" "	43 0	14 0	4 0	24	John A. Hume & Co., Ltd., New Westminster, B.C
80,873	Huron	Montreal	Barge—Chd	1881	Garden Island, Ont	160 4	30 0	12 0	475	Montreal Transportation Co., Ltd., Montreal, Que.
107,759	Hustler	Charlottetown	"	1901	Murray Harbour South, P.E.I.	36 0	13 6	4 0	13	Lauchlin McNeill, Murray Harbour, P.E.I.
100,156	Hustler	St. John, N.B.	"	1891	La Have, N.S.	54 3	19 0	7 2	44	A. G. Thompson, Musquash, N.B.
103,052	Hustler	Yarmouth	"	1894	Eel Brook, N.S.	59 6	19 2	6 7	39	J. H. Spinney, Argyle, N.S.
80,664	Hyacinthe	Montreal	"	1881	Sorel, Que	108 0	22 0	7 2	155	R. Bickerdike and R. Ironside, Montreal, Que.
72,574	Hyderabad	Kingston	Schr—Glt	1876	Kingston, Ont	124 4	26 2	11 7	290	L. E. Bonaventure, Lanoraie, Que.
53,598	Hydra	Charlottetown	"	1866	Clyde River, N.S.	75 0	21 0	8 8	68	Geo. Jesty, North Sydney, N.S.

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83,306	I. O. N. A.	Halifax	Schr—Glt	1883	East Port Medway, N.S.	47 4	1 64	6 5	26	Geo. F. McRae, Baddeck, N.S.
111,829	I. R. C., No. 1	Vancouver	Scow—Chd	1901	Vancouver, B.C.	143 8	30 8	4 7	174	Sodas Ohore, Vancouver, B.C.
111,830	I. R. C., No. 2	"	"	1901	"	145 8	30 5	4 6	177	" "
111,976	I. R. C., No. 3	"	"	1901	"	152 0	31 0	5 4	204	" "
82,194	I. B. Saint	Halifax	Schr—Glt	1879	Bonavista, Nfld.	67 6	20 5	9 2	74	Mrs. Mary Kennedy, Louisburg, N.S.
100,538	I. E. Collins	Digby	"	1894	Freeport, N.S.	52 2	18 2	7 0	36	E. H. Collins, *et al.*, Westport, N.S.
107,080	I. N. Parker	Quebec	"	1898	Waterborough, N.B.	79 1	26 8	7 6	98	Joseph Levesque, Matane, Que.
80,966	I. R. Washington	Halifax	"	1880	Gabarouse, N.S.	50 6	18 4	7 8	39	John Campbell, St. Ann's, N.S.
42,425	Iberville	Gaspé	"	1864	Esquimaux Point, Que.	58 0	17 9	7 8	41	Mat. Boudreau, Esquimaux Point, Que.
103,779	Ibis	Chatham, N.B.	"	1897	Shippegan, N.B.	36 5	12 2	4 8	11	Donald McGregor, Dalhousie, N.B.
94,850	Ice	Windsor, Ont.	Scow—Chd	1891	Sandwich, Ont.	47 0	16 4	2 0	41	Chas. Perrault, Sandwich, Ont.
100,607	Icelda	Lunenburg	Schr—Glt	1893	Sable River, N.S.	39 5	14 6	6 7	19	John S. Wolfe, *et al.*, West Dublin, N.S.
107,658	Ich Dien	"	Bktn—Bkglt.	1899	Lunenburg, N.S.	115 2	27 2	10 4	197	Zwicker & Co., Ltd., Lunenburg N.S.
117,181	Ida	Chatham, N.B.	Schr—Glt	1905	Shippegan, N.B.	39 0	13 4	5 0	16	J. Savoy, Shippegan, N.B.

90,607	Ida	Ottawa	Barge—Chd	1885	Rockland, Ont.	69 0	20 0	4 6	58	W. C. Edwards & Co., Ltd., Rockland, Ont.
107,229	Ida	Quebec	Schr—Glt	1897	Château Richer, Que.	76 8	22 8	6 7	67	F. X. Martel, Château Richer, Que.
88,513	Ida	Sydney	"	1885	St. Ann's, N.S	30 5	13 4	5 7	10	Murdoch Smith, St. Ann's, N.S.
116,841	Ida A. Olson	Owen Sound	"	1888	Fort Howard, N. Y., U.S.A.	122 0	27 0	9 2	191	Geo. T. Dunn and T. W. Thomson, J.O., Owen Sound, Ont.
71,251	Ida Bell	Windsor, Ont	"	1874	Kingsville, Ont	87 2	20 0	6 0	97	Jas. W. Wye, Kingsville, Ont.
96,764	Ida C. Spofford	Arichat	"	1858	Essex, Mass., U.S.A.	66 0	20 1	6 7	54	Walter Crosby, Bay Roberts, Nfld.
103,481	Ida Etta	Victoria	"	1894	Ballard, Wash., U.S.A	82 6	20 2	8 9	69	J. A. Hughes, Victoria, B.C.
92,460	Ida M	Charlottetown	"	1887	Crapaud, P.E.I	60 0	19 6	7 7	54	Mrs. Margaret Olsen, Port Hawkesbury, N.S.
107,061	Ida M	St. John, N.B	"	1897	St. Martin's, N.B.	73 2	24 0	7 0	77	S. B. Kelly, River Hebert, N.S.
112,226	Ida M. Barton	"	"	1902	The Range, N.B	82 0	27 1	7 7	102	J. W. McAlary, M.O., St. John, N.B.
103,470	Ida M. Burke	Arichat	"	1900	St. Peter's N.S	37 5	14 0	5 4	16	Joseph Fougere, Larry's River, N.S.
111,687	Ida M. Clarke	Shelburne	"	1902	Sable River, N.S	99 3	24 2	9 6	99	Wm. McMillan, Lockeport, N.S.
54,136	Ida May	Halifax	"	1867	Tusket, N.S	74 8	21 0	8 0	70	W. G. Wyatt, Forteau, Labrador.
111,508	Ida May	St. John, N.B	"	1900	Waterborough, N.B.	81 3	27 2	7 4	120	George E. Gale, Waterborough, N.B.
75,867	Ida Peters	"	"	1879	Meteghan River, N.S.	47 0	18 2	7 4	32	M. Trask, Sandy Cove, N.S.
90,745	Ida Vaughan	"	"	1877	St. Martin's, N.B	39 8	13 2	6 0	15	Thomas Burns, St. John, N.B.
83,291	Idle Wild	Kingston	Sloop	1882	Kingston, Ont	49 5	15 1	4 1	19	A. Rochfort, Kingston, Ont.
103,967	Ile aux Prunes	Montreal	Barge—Chd	1898	Verchéres, Que	87 7	20 8	5 1	71	J. H. Dansereau, Verchères, Que.
103,965	Ile Bouchard	"	"	1898	"	79 3	19 8	4 4	53	" "
103,966	Ile Marie	"	"	1898	"	87 8	19 8	5 0	71	" "
116,608	Ile Marie	"	Scow—Chd.	1900	"	100 2	22 7	6 4	126	" "
112,317	Ilma	St. Andrews	Sloop	1902	St. Patrick, N.B	31 0	14 0	5 5	16	Ernest Fisher, St. George, N.B.
117,131	Ilona & Ida	Barrington	"	1905	Shelburne, N.S.	35 5	12 5	6 0	13	Wm. N. Madden, M.O., Port La Tour, N.S.
107,471	Ina Brooks	Digby	Schr—Glt	1899	Freeport, N.S	45 0	16 5	6 3	22	Thos. W. Brooks, *et al.*, Freeport, N.S.
74,254	Indiana	Quebec	Barge—Chd	1876	St. Thomas de Pierreville, Que.	102 8	22 2	7 1	110	Lucien Peruse, Ste. Emelie, Que.

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111.476	Indianna	Arichat	Schr—Glt	1901	Arichat, N.S	30 3	9 2	4 2	11	James Wilkie, Arichat, N.S.
121,655	Indianna	Yarmouth	Sloop	1904	Tusket Wedge, N.S	34 0	11 3	6 0	10	M. D. Boudreau, M. O., Tusket Wedge, N.S.
103,123	Indicator	St. Andrews	"	1890	Grand Manan, N.B.	25 0	12 0	6 0	11	Frank Ingersoll, Grand Manan, N.B.
43,124	Industry	Chatham, N.B	Schr—Glt	1861	Miramichi, N.B	37 5	13 0	5 5	17	Frances Smith, West Cape, P.E.I.
100,089	Inspector	St. John, N.B	"	1892	Waterborough, N.B.	59 4	22 6	5 5	43	James Flower, Newcastle, N.B.
121,747	Intrepid	Vancouver,	Sloop	1906	Vancouver, B.C.	27 2	15 2	4 8	8	Louis G. Jewitt, Vancouver, B.C.
116,275	Inverness B.1	Halifax	Schr—Glt	1875	Vestri Ponesti, Italy	192 5	33 1	21 4	1181	Inverness Ry. & Coal Co., Toronto Ont.
112,001	Invictus	Annapolis Royal	"	1904	Salmon River, N.S.	149 0	32 3	11 2	327	The Schooner Invictus Co., Ltd., Wolfville, N.S.
111,429	Iola	Halifax	Sloop	1901	Dartmouth, N.S	22 0	6 6	2 6	2	Ralph B. deBlois, Bedford, N.S.
103,944	Iona	Chatham, N.B	Barge—Chd	1880 1897	Chatham, N.B	100 0	20 0	8 0	102	J. B. Snowball Co., Ltd., Chatham, N.B.
103,174	Iona	Halifax	Schr—Glt	1894	Sable River, N.S.	40 1	13 6	6 0	15	Leander Hubly, Indian Harbour, N.S.
107,956	Iona	Lunenburg	"	1900	Shelburne, N.S.	93 0	24 4	9 5	98	Stamage Creaser, La Have, N.S.
96,716	Iona	Ottawa	Barge—Chd	1890	Rockland, Ont.	111 8	22 9	7 7	158	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
112,089	Iona W	Lunenburg	Schr—Glt	1902	Mahone Bay, N.S.	85 6	23 8	9 4	78	Abraham Ernst, *et al.*, Mahone Bay, N.S.

121,904	Iona and Maggie	Barrington	Sloop	1906	Clark's Harbour, N.S.	30 0	12 0	5 8	11	Cecil Ross, M.O., Cape Island, N.S.
70,292	Iowa	Montreal	Barge—Chd	1871	Quebec, Que	149 4	26 0	11 0	366	The Montreal Transportation Co., Ltd., Montreal, Que.
92,424	Ireland	Prescott	"	1863	Brockville, Ont	147 0	28 0	9 6	339	James Buckly, Prescott, Ont.
103,931	Irene	Chatham, N.B	Schr—Glt	1897	Caraquet, N.B	37 9	12 6	4 8	12	Wm. Fruing & Co., Ltd., Jersey.
75,548	Irene	Halifax	"	1879	Shelburne, N.S.	69 5	21 3	7 9	64	W. E. Poole, Lower Montague, P.E.I.
92,352	Irene	St. John, N.B.	"	1886	St. Martin's, N.B	79 7	25 7	7 2	90	Lucien Belliveau, Dorchester, N.B.
100,490	Irene M. B.	Lunenburg	"	1892	Mahone Bay, N.S.	67 6	21 3	8 4	66	Fred. Porrier, Descouse, N.S.
103,868	Iris	Halifax	Sloop	1896	Port Hawkesbury, N. S.	35 5	7 8	5 6	5	R. T. McIlreith, Halifax, N.S.
103,348	Iris	Montreal	Yacht	1893	Peterborough, Ont	18 3	7 4	2 0	1	F. H. Barlow, Montreal, Que.
72,567	Iroquois	"	Barge—Chd	1875	Garden Island, Ont.	151 0	26 1	11 1	361	The Montreal Transportation Co., Ltd., Montreal, Que.
122,013	Isaac Hunter	Ottawa	"	1906	Kippewa Lake, Que.	50 0	14 9	4 4	48	Colonial Lumber Co., Ltd., Pembroke, Ont.
96,724	Isabel	Chatham, N.B	Schr—Glt	1889	Shippegan, N. B.	35 0	11 8	4 5	11	Arsene Hebert, Caraquet, N.B.
40,386	Isabel	Victoria	Barge—Chd	1866	Victoria, B. C.	142 4	22 6	10 0	194	The Esquimalt & Nanaimo Railway Co., Victoria, B.C.
94,928	Isabel Reed	Picton, Ont.	"	1881	Marine City, Wisconsin, U.S.A.	186 0	31 5	11 0	480	Arthur W. Hepburn, Picton, Ont.
79,788	Isabella	Sydney	Schr—Glt	1879	Exploits River, Nfld	72 0	22 8	9 0	85	J. M. McKenzie, Plaster Mines, N.S.
71,257	Isabella	Windsor, Ont.	Scow—Chd	1875	River Puce, Ont.	57 5	16 7	3 4	33	A. Ouellette, Belle River, Ont.
103,350	Ishkoodah	Montreal	Sloop	1885	Lachine, Que	28 2	10 0	2 2	4	R. R. Stevenson, Montreal, Que.
88,243	Isis	Deseronto	Barge—Chd	1884	Deseronto, Ont.	105 0	23 3	5 3	96	P. Larkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
111,530	Island Girl	Digby	Schr—Glt	1901	Cape St. Mary's, N. S.	32 0	10 2	4 8	10	E. S. Doucette, Cape St. Mary's, N.S.
103,121	Island Girl	St. Andrews	Sloop	1895	Shelburne, N. S.	38 0	13 0	5 5	17	Frank Ingersoll, Grand Manan, N.B.
107,841	Island Queen	Toronto	Schr—Glt	1897	St. Williams, Ont	52 3	17 3	4 3	28	Mary Raines, Toronto, Ont.
121,845	Islander	"	Dredge—drague.	1905	Toronto, Ont.	78 2	30 0	6 6	242	Frank Simpson, Toronto, Ont.
100,064	Isma	St. John, N. B.	Schr—Glt	1891	Freeport, N. S.	51 5	17 9	6 8	31	Thos. M. Hicks, *et al.*, Westport, N.S.
112,053	Isobel	St. Catharines	Dredge—drague	1903	Welland, Ont.	101 0	36 0	9 0	446	Michael J. Hogan, Montreal, Que.
51,738	Ita	St. John, N.B	Schr—Glt	1865	Deer Island, N.B.	39 0	13 3	5 5	15	Robt. Newcombe, Parrsboro', N.S.

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100,997	Ivanhoe	Chatham, N.B	Schr—Glt	1892	Caraquet, N.B	35 2	12 5	4 4	10	Xavier Poirier, New Bandon, N.B.
116,588	Ivanhoe	Liverpool	"	1904	Liverpool, N.S	102 0	25 9	9 0	99	Geo. R. Moulton, Burgeo, Nfld.
74,292	Ivigtut	Quebec	Bk—Bq	1877	Quebec, Que.	122 3	28 7	15 7	331	F. R. Eaton, Parrsboro', N.S.
107,116	Ivy	Lunenburg	Schr—Glt	1898	La Have, N.S	36 5	11 5	5 2	12	J. Ernst, La Have, N.S.
66,992	Ivy	St. John, N. B	"	1871	Wickham, N.B.	40 0	15 6	4 6	17	Chas. S. Coggin, St. John, N.B.
103,108	J. B. L.	Montreal	Barge—Chd	1894	Yamaska, Que	108 7	23 1	9 1	165	J. B. Laviolette, St. Ours, Que.
83,135	J. B. M	Halifax	Schr—Glt	1881	La Have, N.S.	42 3	14 8	6 3	20	John Landry, Petite de Grat, N.S.
103,982	J. E. B	Quebec	"	1897	Château Richer, Que	64 0	21 8	6 0	48	Geo. Beeler, St. Simeon, Que.
121,930	J.E.W.H.	"	"	1906	Bic, Que	76 8	24 0	6 9	73	Mrs. Earnest Heppell, Bic, Que.
97,195	J. H. S.	Chatham, N. B.	"	1891	Tracadie, N.B	56 8	17 2	7 3	40	J. H. Brownell, North Port, N.S.
112,247	J. McD. No. 1	Vancouver	Scow—Chd.	1899	Vancouver, B.C	72 0	24 1	6 2	89	J. McDonald, Vancouver, B.C.
116,297	J. W.	Charlottetown	Schr—Glt	1903	Montague, P.E.I	82 3	22 6	8 8	78	Geo. Wightman, Montague, P.E.I.

116,234	J. W.	Digby	Sloop	1904	Shelburne, N.S.	38 0	12 5	5 3	14	John Daley, Digby, N.S.
121,858	J. A. McLean	Lunenburg	Schr—Glt	1906	La Have, N.S	80 9	22 6	8 7	80	C. Aubrey Anderson, M.O., Lunenburg, N.S.
96,830	J. A. Silver	Liverpool	"	1898	Lunenburg, N.S.	75 4	23 5	8 8	91	R. H. Gardner, *et al.*, Liverpool, N.S.
83,336	J. B. Blanchard	Ottawa	Barge—Chd	1882	Hull, Que	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
50,780	J. B. Fay	Halifax	Schr—Glt	1865	Bay of Islands, Nfld	55 0	18 4	7 7	48	Frank Robertson, Montague Bridge, P.E.I.
117,072	J. B. Hamill	Toronto	Dredge—drague	....	St. Catharines, Ont.	73 0	25 0	6 5	119	W. E. Phin, Toronto, Ont.
107,308	J. B. King & Co., No. 23.	Windsor, N. S.	Barge—Chd	1900	Spencer's Island, N.S.	96 3	24 1	9 5	113	Daniel Monro, Windsor, N.S.
107,469	J. B. P. No. One	Lindsay	"	1891	Lindsay, Ont.	70 0	18 6	5 0	65	Jos. Briggs Parkin, Lindsay, Ont.
107,470	J. B. P. No. Two	"	"	1897	"	38 7	16 9	4 5	29	" "
112,374	J. B. Saint	Arichat	Schr—Glt	1902	L'Ardoise, N.S.	42 0	13 3	6 0	18	Robert Hendsbee, Half Island Cove, N. S.
75,767	J. C. Dakin	Liverpool	"	1877	Liverpool, N.S.	52 5	17 4	6 7	30	Wm. Giffin, Isaac's Harbour, N.S.
111,816	J. C. No. 1	Vancouver	Scow—Chd	1901	Vancouver, B.C.	65 7	23 7	6 3	87	Henry Bell-Irving, Vancouver, B.C.
111,818	J. C. No. 2	"	"	1899	"	49 5	15 0	4 0	24	John A. Cates, Vancouver, B.C.
....	J. C. Weir	Montreal	Barge—Chd	1879	Sorel, Que	92 6	18 8	5 4	126	D. Damphouse, St. Timothy, Que.
61,592	J. C. Williams	Halifax	Schr—Glt	1876	Jordan River, N.S	56 0	18 5	7 0	29	A. J. Grant, Halifax, N.S.
94,731	J. D. Everett	Windsor, N. S.	Ship—3 m	1889	Newport, N.S.	242 5	45 2	24 2	1957	The Ship J. D. Everett Co., Ltd., Windsor, N.S.
116,961	J. E. Garland	Digby, N.S.	Schr—Glt	1882	Essex, Mass, U.S.A.	79 0	22 5	7 6	72	J. W. Snow, Granville, N.S.
83,204	J. E. Graham	Windsor, N.S.	Bk—Bq	1881	Newport, N.S.	206 0	40 5	23 9	1336	W. H. Mosher. Avondale, N.S.
121,644	J. E. Heppell	Quebec	Schr—Glt	1905	Bic, Que.	76 2	23 2	7 1	74	J. E. Heppell, Bic, Que.
116,511	J. F. Norton	Lunenburg	"	1904	La Have, N.S.	74 4	20 7	8 0	61	Albert V. Conrad, M.O., La Have, N.S.
100,164	J. H. Ernst	"	"	1891	Lunenburg, N.S.	80 9	23 5	9 0	97	Daniel and J. S. Chisholm, Halifax, N.S.
116,853	J. J. Cox	Shelburne	"	1905	Shelburne, N.S.	75 0	21 9	8 1	65	Wm. T. McCarthy, *et al.*, Shelburne, N.S.
111,510	J. L. Colwell	St. John, N.B	"	1901	Cambridge, N.B	85 1	27 4	7 6	99	John L. Colwell, *et al.*, Jamseg, N.B.
112,092	J. L. Nelson	Lunenburg	"	1902	Lunenburg, N.S	124 2	29 4	11 0	249	C. H. Publicover, *et al.*, Halifax, N.S.
107,577	J. M. K. No. One	Lindsay	Barge—Chd	1897	Lindsay, Ont.	86 0	17 8	4 2	64	W. J. C. Boyd, M.O., Bobcaygeon, Ont

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107,578	J. M. K. No. Three	Lindsay	Barge—Chd	1897	Lindsay, Ont	81 6	20 0	4 4	72	W. J. C. Boyd, M.O., Bobcaygeon, Ont.
107,579	J. M. K. No. Four	"	"	1897	"	72 5	19 0	4 8	66	" " "
107,580	J. M. K. No. Five	"	"	1897	"	74 0	18 0	4 4	59	" " "
107,581	J. M. K. No. Six	"	"	1892	"	64 0	18 8	4 4	53	" " "
107,582	J. M. K. No. Seven	"	"	1897	"	62 0	19 0	4 0	47	" " "
107,583	J. M. K. No. Eight	"	"	1892	"	62 0	17 2	4 3	46	" " "
107,575	J. M. No. One	"	Scow—Chd	1890	Bobcaygeon, Ont	75 0	22 7	5 0	73	Joseph Maunder, Lindsay, Ont.
107,576	J. M. No. Two	"	"	1890	"	75 4	25 1	5 0	80	" "
100,837	J. M. Young	Lunenburg	Schr—Glt	1894	Lunenburg, N.S	86 8	24 5	9 3	99	Amiel Corkum, *et al.*, La Have, N.S.
121,853	J. McRae	Lunenburg	"	1905	Mahone, Bay, N.S	85 6	24 0	9 0	80	Abraham Ernst, Mahone Bay, N.S.
71,195	J. N. Oswell	Ottawa	Barge—Chd	1875	Crosby's Mills, Ont	105 3	21 7	6 0	112	Richard Waters, Belleville, Ont.
85,715	J. R. A. No. 1	Prescott	Scow—Chd	1884	Tonawanda, N.Y., U.S.A	60 0	15 0	5 4	43	W. Marleton. Goderich, Ont.
85,716	J. R. A. No. 2	"	"	1884	" "	60 0	15 0	5 4	43	" "
96,820	J. S. Austin	Sault Ste. Marie	"	1863	Port Ryerse, Ont	136 0	26 0	12 2	323	Algoma Central & H. B. Ry. Co., Sault Ste. Marie, Ont.

59,994	J. W. Dunscomb....	Montreal.	Schr—Glt	1871	Quebec, Que.....	90 0	24 8	8 6	99	Government of Canada, Ottawa, Ont.
111,694	J. W. Hutt.........	Liverpool	"	1901	Liverpool, N.S....... ..	140 5	32 0	12 3	349	D. C. Mulhall, *et al.*, Liverpool, N.S.
90,547	J. W. McRae......	Montreal..	Barge—Chd	1880	Whitehall, N.Y., U.S.A.	97 5	17 7	8 2	119	Edmond Comptois, Sorel, Que.
107,960	J. W. Mills.........	Lunenburg.	"	1900	Mahone Bay, N.S	81 9	23 3	9 4	76	John W. Mills, Mahone Bay, N.S.
111,483	J. W. Patry........	Quebec.	Schr—Glt	1899	Ste. Emelie, Que.	80 4	21 0	6 4	70	Joseph S. Beaudet, Ste. Emelie, Que.
117,104	J. W. Todd.........	Ottawa.............	Barge—Chd ..	1904	Hull, Que	120 0	24 0	7 9	171	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
61,587	J. & L. Irving.......	Yarmouth	Schr—Glt	1875	Shelburne, N.S.	78 1	22 5	9 1	80	J. D. Irving, Buctouche, N.B.
03,771	J. Anny.	Chatham, N.B	" ...	1895	Tignish, P.E.I..... ...	37 3	12 3	5 0	12	John Poirier, M.O., Tignish, P.E.I.
69,140	J. Croft...........	Halifax....	Schr—Glt .. .	1875	New Dublin, N.S.......	56 6	18 5	7 5	45	Wm. Barry, Chester, N.S.
07,680	J. Levesque	Quebec.	"	1900	Grand Métis, Que.......	69 0	21 8	7 0	62	M. A. St. Pierre, Bic, Que.
85,566	J. Lyons......	Barrington.	Schr—Glt	1863	Port Clyde, N.S	48 0	13 6	4 5	17	W. H. Nickerson, Cape Negro, N.S.
107,286	J. Ponder, jr.	Liverpool......	Schr—Glt ...	1857	Milton, Del., U.S.A....	96 0	27 0	7 5	99	The Acadia Pulp & Paper Co., Ltd., Halifax, N.S.
107,090	J. Robertson.	Ottawa....... ..	Barge—Chd	1898	Hull, Que	108 0	23 0	7 2	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
83,326	Jackson........... .	"	"	1881	"	110 7	21 3	7 8	157	" " "
85,560	Jacques	Yarmouth.........	Schr—Glt ...	1884	Eel Brook, N.S..... ...	66 5	20 3	7 7	58	Peter Blamphie, Arichat, N.S.
100,610	Jamboree...........	Shelburne	Yawl—Yole....	1893	Shelburne, N.S..... ...	44 0	11 5	8 3	14	J. B. Bland, Gaspé, Que.
83,338	James	Ottawa......... ...	Barge—Chd....	1882	Montreal, Que.... .. .	108 6	22 6	6 4	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,300	James A. Gray.....	Charlottetown......	Schr—Glt	1888	Bath, Me., U.S.A.... ..	91 8	26 3	6 3	91	Alex. J. McFadyen, Tignish, P.E.I.
103,804	James A. Stetson...	Pictou, N. S........	"	1868	Lubec, Me., U.S.A......	72 0	19 5	6 6	71	George Dunn, Murry Harbour South, P.E.I.
92,366	James Barber. ...	St. John, N.B	"	1887	Waterborough, N.B	79 0	26 0	6 6	80	Robert Connely, St. Martins, N.B.
85,717	James Buckly	Prescott....	Barge—Chd	1884	Quebec, Que......	160 0	31 9	10 6	442	Jas. Buckly, Prescott, Ont.
75,433	James Cunningham.	Ottawa...... .. .	"	1877	Hull, Que	110 3	22 7	8 0	176	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
107,340	James Daly.........	Yarmouth..........	Bgtn—Bkglt....	1900	Meteghan, N.S.........	98 2	26 8	10 0	162	Urbain Doucette, Meteghan, N.S.
84,824	James Davis........	Halifax.......... .	Schr—Glt	1882	Humber Sound, Nfld ..	59 0	18 0	7 3	47	Inkerman Allen, Botsford, N.B.
83,067	James Gordon... ..	Ottawa......... ...	Barge—Chd	1881	Hull, Que	108 0	22 6	7 0	147	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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100,212	James R.	Halifax	Schr—Glt	1891	Jeddore, N.S.	56 5	19 6	7 8	51	Placide E. LeBlanc, Cheticamp, N.S.
83,303	James Ryan	Port Medway	"	1882	East Port Medway, N.S.	57 9	19 7	7 8	48	Wm. Harris, Gabarouse, N.S.
74,345	James Semple	Pictou, N.S.	"	1876	Tatamagouche, N.S.	60 0	19 4	8 4	63	Thomas Roberts, *et al.*, Tatamagouche, N.S.
111,525	James W. Cousins	Digby	"	1900	Shelburne, N.S.	88 0	23 0	8 4	87	Arthur Casey, *et al.*, Digby, N.S.
59,903	Janes	Quebec	"	1869	Quebec, Que.	118 0	23 0	8 0	158	Montreal Transportation Co., Ltd., Montreal, Que.
116,284	Janet R.	Halifax	"	1903	Port Dufferin, N.S.	58 4	18 0	6 6	37	John D. Verge, Port Dufferin, N.S.
46,294	Janett	"	"	1864	Port Medway, N.S.	51 3	17 9	6 8	32	Wm. Long, *et al.*, Richibucto, N.B.
72,296	Janie B	St. John, N.B.	"	1877	Wickham, N.B.	58 9	21 2	5 4	43	Thos. Blenkhorn, Spring Hill, N.S.
107,768	Janie F	Charlottetown	"	1902	Montague, P.E.I.	56 9	18 5	7 4	46	John Fraser, Harbour au Bouche, N.S,
75,773	Janie R	Shelburne	"	1878	Brooklyn, N.S.	61 0	20 2	7 7	45	Samuel J. Balcom, Sheet Harbour, N.S.
107,831	Japan	Victoria, B.C.	Barge—Chd	...	...	132 0	26 6	15 0	332	James Dunsmuir, Victoria, B.C.
100,146	Jay	Winnipeg	"	1894	Kenora, Ont.	59 0	13 2	5 2	32	Charles E. Laverdière, Kenora, Ont.
100,294	Jean	Chatham, N.B.	Schr—Glt	1891	Caraquet, N.B.	38 8	12 8	4 4	13	Thos. DesBrissay, Bathurst, N.B.
116,916	Jean	Liverpool	"	1905	Liverpool, N.S.	118 0	28 9	11 0	190	D. C. Mulhall, Liverpool, N.S.

111,812	Jean	Vancouver	Scow—Chd	1901	Vancouver, B.C	138 5	36 7	6 1	622	Frank Arnold, Dawson City, Yukon Territory.
103,414	Jeanie Myrtle	Lunenburg	Schr—Glt	1895	Lunenburg, N.S	85 3	24 2	9 3	98	Wm. Main, *et al.*, Halifax, N.S.
100,858	Jeannette	Quebec	"	1892	Malbaie, Que	40 0	13 9	5 6	18	R. Asselin, St. Michel de Bellechasse Que.
121,934	Jeannie and Annie	Halifax	"	1900	Spry Bay, N.S	43 0	12 8	6 9	16	W. Charles Henley, Spry Bay, N.S.
116,822	Jennet	Barrington	Sloop	1902	Clarke's Harbour, N.S	29 0	12 2	5 7	11	Thomas A. Kenney, Clarke's Harbour, N.S.
116,665	Jennette	Midland	Schr—Glt	1881	Mount Clements, Mich	145 0	28 5	10 9	334	The Morden Transit Co., Ltd., Midland, Ont.
88,579	Jennie	Kingston	"	1871	Garden Island, Ont	168 0	26 6	11 8	438	The Montreal Transportation Co., Ltd., Montreal, Que.
83,091	Jennie	Port Hawkesbury	"	1879	Pirate Harbour, N.S	30 1	10 2	5 3	11	Peter C. Bosdet, West Arichat, N.S.
100,307	Jennie	Windsor, Ont	"	1891	Erin, Mich., U.S.A	75 9	20 6	4 0	50	Denis Ouelette, Belle River, Ont.
103,191	Jennie B	Halifax	"	1894	Brooklyn, N.S	34 0	13 6	5 8	13	E. E. Shatford, Indian Harbour, N.S.
80,061	Jennie C	St. John	"	1880 1899	Chipman, N.B Rebuilt	86 2	26 8	7 0	98	Wm. F. Currie, Cambridge, N.B.
80,604	Jennie C	Yarmouth	"	1880	Green Cove, N.S	44 5	15 0	5 5	16	Benj. Carter, Seeley's Cove, N.B.
112,312	Jennie L	St. Andrews	Sloop	1899	Machias, Me., U.S.A	40 0	14 2	6 4	21	Thos. H. Lord, West Isles, N.B.
122,138	Jennie L	Yarmouth	"	1905	Clyde, N.S	30 0	11 0	6 0	10	James A. Smith, Port La Tour, N.S.
78,048	Jennie May	Chatham, N.B	Schr—Glt	1880	Tignish, P.E.I	44 0	14 6	5 9	19	J. McGrath, Tignish, P.E.I.
103,491	Jennie May	Lunenburg	"	1895	Mahone Bay, N.S	77 1	22 2	9 1	88	M. B. Westhaver, Lunenburg, N.S.
79,919	Jennie Palmer	Dorchester	"	1889	Dorchester, N.B	75 2	24 2	7 2	78	P. J. Palmer, Dorchester, N.B.
117,133	Jennie Roy	Yarmouth	Sloop	1904	Shelburne, N.S	32 0	10 6	6 0	10	L. Smith, M.O., Port La Tour, N.S.
116,963	Jennie and Julia	St. Andrews	Schr—Glt	1880	Gloucester, Mass., U.S.A.	33 0	14 0	4 9	13	John Carter, St. George, N.B.
90,532	Jenny Lind	Montreal	Sloop	1885	St. Thomas de Pierreville,	102 6	22 7	5 9	101	J. Laforet, Sorel, Que.
....	Jenny Lind	"	Barge—Chd	1859	St. Francis, Que	85 0	22 7	6 1	41	L. St. Pierre, Yamaska, Que.
103,289	Jersey Lily	Chatham, N.B	Schr—Glt	1895	Caraquet, N.B	37 2	12 8	4 8	12	T. Ahier, Shippegan, N.B.
59,475	Jessen	Lunenburg	"	1871	Lunenburg, N.S	66 0	21 0	8 4	69	Joseph Jinmo, Chatham, N.B.
80,950	Jessie	Chatham, N.B	"	1882	Charlo, N.B	36 4	13 7	5 0	14	S. McGregor, Charlo, N.B.
100,542	Jessie	Digby	"	1895	Freeport, N.S	41 0	15 3	6 0	17	A. E. Spicer, Harbourville, N.S.

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88,563	Jessie	Kingston	Sloop	1869	Clayton, N.Y., U.S.A.	63 6	13 6	5 0	29	R. Kimberley, Portland, Ont.
111,664	Jessie	Montreal	Barge—Clsd	1902	Charlemagne, Que	97 5	26 4	5 1	93	The Charlemagne & Lac Ouarreau Lumber Co., Ltd., Montreal, Que.
66,078	Jessie	Quebec	"	1873	Yamaska, Que	107 0	22 3	8 2	137	Pierre Lacroix, Sorel, Que
59,186	Jessie	St. John, N.B.	Schr—Glt	1868	Rexton, N.B	78 2	25 0	6 4	72	H. V. Brewster, Albert, N.B.
111,787	Jessie	Victoria	"	1890	Benecia, U.S.A.	76 0	24 5	7 0	48	Herbert G. Wilson, Victoria, B.C.
85,569	Jessie B	Halifax	"	1884	Shag Harbour, N.S.	55 0	17 4	6 5	36	H. I. Mathers, Halifax, N. S.
107,478	Jessie C	Digby	Sloop	1890	Grand Manan, N.B.	28 5	11 5	5 0	10	Handley Lewis, Port Lorne, N.S.
112,316	Jessie C	St. Andrews	Schr—Glt	1903	Belliveau's Cove, N.S	34 0	13 6	8 0	18	John M. Calder, Campo Bello, N.B.
90,507	Jessie D	Parrsboro'	"	1886	Parrsboro', N.S	83 2	22 6	8 6	86	Randall Merriam, Port Greville, N.S.
103,997	Jessie James	St. Andrews	Sloop	1897	Grand Manan, N.B	30 0	11 2	5 0	11	Mrs. Josephine Frankland, Grand Manan, N.B.
111,998	Jessie K	Annapolis Royal	Schr—Glt	1903	Parker's Cove, N.S.	36 5	11 0	4 8	11	Thomas Milner, Parker's Cove, N.S.
107,646	Jessie L. Smith	Lunenburg	"	1899	La Have, N.S	98 6	25 7	10 0	100	John C. Crosbie, *et al.*, St. John's, Nfld.
64,006	Jessie Lent	St. John, N.B.		1870	Freeport, N.S	51 5	17 5	5 8	28	Marshall Stinson, St. Andrews, N.B.
83,311	Jessie M. Vogler	Port Medway		1884	Vogler's Cove, N.S.	76 6	22 5	8 8	77	George Cunningham, Halifax, N.S.

71,331	Jessie Newell	Barrington	Schr—Glt	1857	Essex, Mass., U.S.A.	70 4	19 7	8 0	63	David Montgomery, Summerside, P.E.I.
116,823	Jessie Roy	"	Sloop	1902	Clarke's Harbour, N.S.	33 3	12 0	6 3	12	Job. A. Crowell, Clarke's Harbour, N.S.
61,151	Jessie Stuart	Montreal	Schr—Glt	1870	Alpina, Mich., U.S.A.	64 5	17 4	5 0	54	J. Adamson, Toronto, Ont.
116,747	Jessie W	Halifax	"	1905	Indian Harbour, N.S.	39 5	10 6	5 3	12	H. Winaut, M.O., Indian Harbour, N.S.
103,593	Jessie & Ada	Charlottetown	"	1896	Crapaud, P.E.I.	36 4	13 0	5 3	14	Geo. Heather, Pugwash, N.S.
64,994	Jet	Montreal	Barge—Chd	1871	Quebec, Que.	137 8	29 6	9 5	312	The Montreal Transportation Co., Ltd., Montreal, Que.
74,019	Jewel	Lunenburg	Schr—Glt	1876	Shelburne, N.S.	68 0	21 2	7 8	52	J. A. Hirtle, Lunenburg, N.S.
94,904	Joan	New Westminster	Sloop	1890	New Westminster, B.C.	36 0	11 0	5 0	16	Mrs. Grace Cruikshank, New Westminster, B.C.
112,398	Joe	Ottawa	Barge—Chd	1901	Ville Marie, Que.	46 0	11 0	3 0	7	Jos. Lavigne, Ville Marie, Que.
....	Johanna	Windsor, Ont.	Scow—Chd	1867	Pike Creek, Ont	60 0	17 6	4 0	40	M. Thibert, jr., Belle River, Ont.
100,958	John B.	Chatham, N.B	Schr—Glt	1892	Shippegan, N.B.	34 5	12 2	5 0	11	W. S. Loggie Co., Ltd., Chatham, N.B.
54,494	John Boyd	Halifax	Bgtn—Bkglt.	1867	Port Elgin, N.B.	105 0	26 8	12 0	193	John Francis Norris, Baltimore, Md., U.S.A.
100,969	John Bull	Chatham, N.B.	Schr—Glt	1892	Caraquet, N.B	34 3	11 6	4 8	10	James Anderson, Church Point, N.B.
80,718	John Bull	Paspebiac	Cutter	1892	Paspebiac, Que.	43 3	12 5	5 4	20	C. Robin, Collas & Co., Ltd., Jersey.
121,822	John Crete	Montreal	Sloop	1901	Grandes Piles, Que.	62 4	9 4	1 8	8	George Crete, Grandes Piles, Que.
100,419	John Cuzner	Ottawa	Barge—Chd	1893	Ottawa, Ont.	82 9	20 7	5 0	46	Roderick McLeod, Ottawa, Ont.
66,036	John Day	Quebec	Sloop	1870	St. Aimé, Que.	106 3	22 8	8 0	136	Flavien Morin, Champlain, Que.
88,502	John E.	Sydney	Schr—Glt	1883	River Dennis, N.S	37 4	12 4	5 0	12	Donald Kennedy, River Dennis, N.S.
51,965	John E. Dennis	St. Andrews	"	1865	Beaver River, N.S.	35 0	14 0	5 1	18	Alfred Stanley, sr., Grand Manan, N.B.
54,132	John Franklin	Halifax	"	1867	Chezetcook, N.S.	41 0	14 0	5 9	18	Robert Firth, Jordan Bay, N.S.
71,071	John G. Kolfage	Amhertsburg	"	1869 1883	Amhertsburg, Ont.	79 3	22 2	7 3	88	Peter McEwen, Goderich, Ont.
116,325	John G. Walter	Parrsboro'	"	1903	Parrsboro', N.S.	114 5	31 3	10 2	209	John G. Walter, *et al.*, River Hebert, N.S.
78,032	John Gales	Chatham, Ont	"	1879	Mitchell's Bay, Ont.	70 0	16 3	5 0	42	Joseph Lespérance, Belle River, Ont.
80,668	John Gaskin	Montreal	Barge—Chd	1881	Kingston, Ont.	165 8	31 4	12 1	487	Montreal Transportation Co., Ltd., Montreal, Que.
83,340	John Gray	Ottawa	"	1881	Hull, Que.	110 0	22 0	7 4	156	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

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61,572	John Halifax....	Shelburne.........	Schr—Glt	...	Danvers, U.S.A	75 8	21 2	7 5	63	John S. Cooper, *et al.*, Wine Harbour, N.S.
96,704	John Heney...	Ottawa.......... ..	Barge—Chd	1889	Ottawa, Ont...........	111 0	22 6	6 9	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,490	John J. Barlum.....	Sault Ste. Marie...	Schr—Glt	1890	Toledo Ohio, U.S.A....	234 0	40 8	16 0	1213	Algoma Central Railway, Sault Ste. Marie, Ont.
121,795	John L............	Yarmouth....	Sloop, ...	1905	Tusket Wedge, N.S	34 0	11 0	6 0	11	F. L. Pothier, M.O., Tusket Wedge, N.S.
100,936	John Loughrin......	Ottawa.	Barge—Chd	1889	Kippewa, Que....	97 5	12 4	4 4	36	A. Lumsden, Ottawa, Ont.
117,148	John M. Plummer..	Halifax....	Schr—Glt	1883	Booth Bay, Me., U.S.A	87 5	22 5	8 0	83	Charles E. Bennett, and D. S. Miller, Alberton, P.E.I.
116,609	John Magee........	Montreal..	Barge—Chd	1869	Oswego, N.Y., U.S.A...	142 1	26 2	11 2	312	Mrs. Albina Peltier, Montreal, Que.
71,135	John McBride	Belleville	Schr—Glt	1877	Port Dover, Ont...	58 8	15 6	5 4	42	Edward Quinn, Belleville, Ont.
75,779	John Millard......	Charlottetown	"	1881	Liverpool, N.S....	72 5	22 2	8 5	69	Anthony Arseneau, Grandigue, N.B.
85,714	John R. Arnoldi....	Prescott.......	Dredge—Dragne	1884	Tonawanda, N.Y., U.S.A	72 0	23 0	5 4	68	Wm. Marleton, Goderich, Ont.
107,288	John S. Bennett ...	Liverpool	Bktn—Bkglt....	1900	Liverpool, N.S....	130 6	31 2	11 1	299	Abraham W. Hendry, Liverpool, N.S.
100,128	John T. Mott......	Wallaceburg........	Schr—Glt	1869	Oswego, N.Y., U.S.A...	137 0	26 0	11 0	309	J. McAuley, Wiarton, Ont.
83,330	John Wilson........	Ottawa....... ...	Barge—Chd	1881	Hull, Que	110 4	22 0	7 9	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,148	John & Frank	St. John, N.B. ...	Schr—Glt . .	1853	Salisbury, Me., U.S.A..	66 8	21 2	6 6	56	Daniel C. Teare, Alma, N.B.

103,134	Johnney	Quebec	Schr—Glt	1894	Rivière du Loup, Que.	58 8	19 0	5 2	36	Wilfred Pednault, Fraserville, Que.
111,850	Johnny M	Chatham, N.B	"	1896	Alberton, P.E.I	38 8	13 2	5 3	12	J. T. Murphy, Campbellton, N.B.
72,275	Jolliette	St. John, N.B.	"	1875	Cambridge, N.B	72 4	25 0	6 7	66	J. Sargeson and Eldrige Sabean, St. John, N.B.
83,097	Joseph Ann	Port Hawkesbury	"	1884	Margaree, N.S.	45 7	15 5	6 4	22	Alexander Cormier, Margaree, N.S.
103,247	Joseph Arthur R.	Montreal	Sloop	1894	Lanoraie, Que	131 6	27 3	11 3	289	Joseph Robillard, Montreal, Que.
100,182	Joseph Edward R.	"	"	1891	"	120 0	26 2	8 6	229	" "
94,789	Joseph McGill	Pictou, N.S.	Schr—Glt	1889	Shelburne, N.S	81 0	23 4	9 7	99	David Roberts, Tatamagouche, N.S.
94,970	Joseph O.	Lunenburg	"	1889	Pleasantville, N.S.	58 4	20 0	7 5	53	A. Williams, Musquodoboit, N.S.
103,871	Joseph Souillière	Montreal	Sloop	1896	Sorel, Que	102 0	23 1	6 2	116	J. Souillière, Sorel, Que.
83,267	Josephine	Annapolis Royal	Schr—Glt	1889	Margaretsville, N.S	90 0	25 3	8 1	92	W. A. Chute, Bear River, N.S.
100,965	Josephine	Chatham, N.B	Schr—Glt	1893	Caraquet, N.B	36 5	12 6	4 8	11	P. Rive, Caraquet, N.B.
69,612	Josephine	Quebec	"	1861	Grondines, Que	82 1	22 5	8 6	106	Joseph Lavoie, St. Luce, Que.
73,986	Josephine	"	"	1876	Bay St. Paul, Que.	54 5	18 0	8 1	46	Joseph Desgagnez, Anse St. Jean, Chicoutimi, Que.
116,951	Josephine	"	Barge—Chd	1871	Manistu, U.S.A	163 6	29 2	10 0	355	Bernard J. Kaine, St. Alphonse de Chicoutimi, Que.
77,892	Josephine	Sackville	"	1879	Baie Verte, N.B	33 6	12 4	4 7	12	L. Burke, Botsford, N.B.
121,692	Josephine	Yarmouth	Sloop	1904	Cape Island, N.S	33 0	11 0	6 0	10	F. N. Newell, M.O., Cape Island N.S.
103,857	Josephine Swanton	Halifax	Schr—Glt	1867	Booth Bay, Me., U.S.A.	72 5	21 4	7 2	63	Constant C. Church, Chester, N.S.
83,461	Josie L. Day	Digby	"	1878	Pembroke, Me., U.S.A.	42 5	15 0	5 9	16	W. H. Anderson, Parker's Cove, N.S
111,726	Juanita	Lunenburg	"	1902	Lunenburg, N.S	94 0	24 8	10 0	100	Wm. C. Smith, Lunenburg, N.S.
116,673	Juanita	St. Andrews	Sloop	1900	West Isles, N.B.	36 0	13 0	6 0	14	Henry H. Bancroft, Grand Manan, N.B.
88,454	Jubilee	Arichat	Schr—Glt	1887	Port Royal, N.S	15 1	17 6	7 5	34	Arthur Porrier, Descouse, N.S.
92,458	Jubilee	Charlottetown	"	1887	Georgetown, P.E.I	78 0	24 0	8 5	76	E. H. Wright, Summerside, P.E.I.
73,081	Jubilee	Montreal	Barge—Chd	1875	St. Marcel, Que	90 0	21 5	5 0	71	D. Chausse, Lanoraie, Que.
107,532	Jubilee	St. John, N.B	Sloop	1887	Rothesay, N.B	25 2	10 0	3 1	5	H. A. Allison, St. John, N.B.
100,352	Julia	Quebec	Schr—Glt	1891	Ste. Luce, Que.	59 0	18 0	6 6	43	François and Joseph Gaumont, J.O., St. Michel de Bellechase, Que.

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75,566	Julia A.	Charlottetown	Schr—Glt	1877	La Have, N.S	41 0	14 0	5 6	15	A. P. Prowse, Murray Harbour South, P.E.I.
90,613	Julia Ann	Moncton	"	1886	Cocagne, N.B.	45 8	16 4	5 8	27	Simon Burk, Cocagne, N.B.
116,363	Julia Larson	Goderich	"	1877	Sand Beach, Mich, U.S.A.	71 8	18 3	6 5	61	Wm. Young, and H. W. Thomson, Goderich, Ont.
75,481	Julia Ward	Charlottetown	"	1877	Murray Harbour, P.E.I.	52 8	18 1	7 2	39	P. T. Clement, Channel, Nfld.
103,616	Julie	Quebec	Sloop	1894	Les Escoumains, Que.	63 0	19 3	5 5	53	Alfred Lavoie, Baie St. Paul, Que.
75,900	Julie Ann	Chatham, N.B	Schr—Glt	1878	Richibucto, N.B	35 8	13 2	4 4	9	Anthony Arseneau, Richibucto, N.B.
112,098	Julie Plante	Lunenburg	Scow—Chd	1902	Mahone Bay, N.S.	64 5	20 0	5 6	62	Mackenzie & Mann, Toronto, Ont.
107,663	Juliette	Quebec	Schr—Glt	1899	Bay St. Paul, Que.	63 0	20 6	7 8	62	Arthur Boucher, Ste. Luce, Que.
103,432	Julio	Ottawa	Barge—Chd	1894	Kippewa, Que	40 5	10 0	3 0	7	W. H. Hurdman, Ottawa, Ont.
100,210	July	Vancouver	Scow—Chd	1888	Vancouver, B.C.	75 0	22 0	6 1	95	Gordon T. Legg, Vancouver, B.C.
83,038	Jumbo	Ottawa	Barge—Chd	1883	Smith's Falls, Ont	106 0	22 6	7 2	159	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,439	Jumbo	"	"	1890	Buckingham, Que.	68 4	14 9	3 4	30	O. M. Harris, Montreal, Que.
85,713	Jumbo	Prescott	Scow—Chd	1880	Sorel, Que	136 0	20 0	6 0	150	Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
85,463	Jumbo	Quebec	Barge—Chd	1883	Quebec, Que	92 0	26 5	7 8	146	Wm. Price, Quebec, Que.

100,207	June	Vancouver	Scow—Chd	1888	Vancouver, B.C.	72 0	21 0	6 0	79	Gordon T. Legg, Vancouver, B.C
111,988	K. 1	Vancouver	Scow—Chd	1899	Blaine, Wash., U.S.A.	44 0	12 0	4 0	16	The Fraser River Oil & Guano Co. Ltd., Vancouver, B.C.
111,989	K. 2	"	"	1899	" "	44 0	12 0	4 0	16	" "
117,151	K. W. No. 3	New Westminster	Barge—Chd	1905	New Westminster, B.C.	41 0	18 0	4 5	34	G. C. McKeen, Vancouver, B.C., and L. Wilson, New Westminster, B.C.
107,713	K. & G. No. 1	Vancouver	"	1890	Vancouver, B.C.	82 4	30 4	6 4	137	Wm. L. Nicol, Vancouver, B.C.
103,301	K. & S. No. 2	New Westminster	"	1895	Kaslo, B.C.	75 8	26 0	6 0	101	The Kaslo & Slocan Ry. Co., New Westminster, B.C.
117,005	K. & W. No. 4	Vancouver	Scow—Chd	1901	New Westminster, B.C.	76 7	26 0	6 6	112	Leonard Wilson, New Westminster, B.C. and George C. McKeen, Vancouver, B.C.
103,458	K. McKenzie	Arichat	Schr—Glt	1898	L'Ardoise, N. S.	42 2	13 5	6 2	17	Wm. P. Brown, St. Peters, N.S.
92,676	Kalevala	Pictou, N.S.	"	1888	River John, N.S.	82 2	24 0	9 4	100	Roderick R. Morrison, Gabarouse, N.S.
107,672	Karen	Quebec	Sloop	1897	Yarmouth, N.S.	40 0	12 0	4 4	16	John Foreman, Montreal, Que.
107,970	Karmoe	Lunenburg	Schr—Glt	1900	Lunenburg, N.S.	95 6	24 6	9 4	97	Samuel Ritcey, jr., M.O., Ritcey's Cove, N.S.
116,509	Kasaga	"	"	1904	LaHave, N.S.	63 2	20 4	7 6	59	James Bell. M.O., Dublin Shore, N.S
92,290	Katahdin	Owen Sound	"	1888	Owen Sound, Ont.	150 0	30 9	10 9	381	Spanish River Lumber Co., Spanish River, Ont.
....	Kate	Montreal	Barge—Chd	1862	St. Francis, Que	101 2	22 1	7 2	113	L. St. Denis, Lachine, Que.
64,239	Kate	Paspebiac	Schr—Glt	1871	Green Bay, Nfld	70 0	18 0	8 9	68	Le Boutillier Bros. & Co., Ltd., Paspebiac, Que.
38,515	Kate B.	Arichat	"	1872	River Bourgeoise, N.S.	54 9	18 0	7 6	35	John McMullin, Bridgeport, N.S.
59,369	Kate Clark	St. Andrews	"	1873	Trenton, Me., U.S.A.	60 3	21 5	7 1	54	Thomas E. Sherwood, New York, U.S.A.
80,071	Kate F. Troop	St. John, N.B	Bk—Bq	1881	Tynemouth, G.B.	187 0	37 5	22 1	1097	Charles Reynolds, Rothesay, N.B.
94,849	Kate Grant	Windsor, Ont.	Schr—Glt	1880	Conneaut, U.S.A.	60 4	17 8	4 0	47	Denis Parent, Tecumseh, Ont.
112,169	Kathleen	Chatham, N.B	"	1903	Shippegan, N.B.	38 0	12 9	5 9	15	Wm. Fruing & Co., Ltd., Jersey.
107,543	Kathleen	St. John, N.B	"	1891	Rothesay, N.B	23 2	9 0	3 6	4	Albert McArthur, St. John, N.B.
88,467	Katie	Arichat	"	1889	French Cove, N.S.	32 8	14 7	5 3	11	J. P. LeBlanc, West Arichat, N.S.
73,967	Katie	Liverpool	"	1876	Liverpool, N.S.	36 5	13 3	6 0	14	D. Cronan, *et al.*, Lockeport, N.S.

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91,670	Katie A. Burns	Halifax	Schr—Glt	1889	St. Mary's, N.S.	53 5	17 0	6 8	36	George and Daniel Harris, J.O., Gabarouse, N.S.
103,469	Katie B.	Arichat	"	1900	River Bourgeoise, N.S.	41 5	13 9	5 9	16	John Burke, River Bourgeoise, N.S.
83,105	Katie Bell	Richibucto	"	1888	Richibucto, N.B.	32 9	11 6	4 9	11	John L. Murphy, Campbellton, N.B.
66,259	Katie E. Stuart	Halifax	"	1871	West Cape, P.E.I.	63 1	20 2	7 6	54	Isaac Gagné, Anchor Point, Nfld.
97,074	Katie E. Wall	Charlottetown	"	1892	Princetown Royalty, P.E.I.	43 9	14 7	6 3	23	Peter McNutt, Malpeque, P.E.I.
75,911	Katie Eccles	Napanee	"	1877	Deseronto, Ont.	95 0	24 0	8 0	122	C. J. McCallum, Port Colborne, Ont.
111,795	Katie J.	Port Hawkesbury	"	1905	West Arichat, N.S	39 9	12 6	4 5	11	J. McNeil, Port Hawkesbury, N.S.
100,216	Katie M.	Halifax	Schr—Glt	1890	Little Harbour, N.S	35 6	13 3	4 8	11	T. Brophy, Prospect, N.S.
122,131	Katie M.	Yarmouth	Sloop	1906	Port La Tour, N.S	30 0	10 6	6 0	10	Clifford Reynolds, Port La Tour, N.S.
96,936	Katie & Ella	Charlottetown	Sloop	1880	Five Mile River, Conn., U.S.A.	47 5	15 8	4 8	20	Chas. Trenholm, Bay Verte, N.B.
77,957	Kedron	Annapolis Royal	Schr—Glt	1880	Granville, N.S	45 9	16 1	6 3	22	Ansell Snow, Digby, N.S.
80,573	Keepsake	Windsor, Ont.	"	1880	River Puce, Ont.	72 6	19 9	3 7	45	Horace Fleury, Belle River, Ont.
94,934	Keewatin	Port Hope	"	1888	Lakeport, Ont	120 0	25 0	10 0	199	A. Campbell, Lakeport, Ont.
107,077	Kelpie	St. John, N.B	Sloop	1883	Yarmouth, N.S.	21 1	10 0	2 3	5	R. C. B. Kaye, St. John, N.B.

121,798	Kenneth S.	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	31 0	10 6	6 0	10	G. H. Smith, Clarke's Harbour, N.S.
107,981	Kestrel	Shelburne	Schr—Glt	1900	Shelburne, N.S.	89 0	25 0	9 6	99	Geo. A. Cox, Shelburne, N.S.
92,548	Kildonan	Montreal	″	1888	Kingston, Ont	174 1	33 0	11 1	499	Montreal Transportation Co., Ltd., Montreal, Que.
107,778	Kimberley	Chatham, N.B	Barge—Chd	1900	Chatham, N.B.	115 3	24 5	6 1	148	J. B. Snowball Co., Ltd., Chatham, N.B.
111,404	Kimberley	Lunenburg	Schr—Glt	1900	Mahone Bay, N.S.	91 8	24 5	9 5	92	Charles U. Mader, *et al.*, Mahone Bay, N.S.
92,507	Kinetics	St. Andrews	Sloop	1884	Back Bay, N.B.	29 6	11 2	6 0	10	Frank Pendleton. West Isles, N.B.
111,466	King Edward	Chatham, N.B	Schr—Glt	1901	Caraquet, N.B.	38 5	13 0	5 3	14	C. Robin, Collas & Co., Ltd., Jersey.
103,949	King Fisher	″	″	1899	Shippegan, N.B.	38 0	12 7	5 0	13	Wm. Fruing & Co., Ltd., Jersey.
116,408	King George	Victoria	″	1903	Massett, B.C.	45 0	12 5	4 8	16	Thos. Natkouan, Massett, B.C.
88,516	Kingfisher	Sydney	″	1881	Ingonish, N.S.	33 9	13 2	5 1	10	S. Vrixen, North Sydney, N.S.
88,581	Kingfisher	Yarmouth	″	1884	Eel Brook, N.S.	59 8	19 1	7 3	47	Mrs. Mary Jane Daley, Commercial Cross, Lot 59, P.E.I.
.... ..	Kinghorn	Montreal	Barge—Chd	1871	Montreal, Que	131 0	24 8	9 1	303	Montreal Transportation Co., Ltd. Montreal, Que.
91,740	Kings County	Windsor, N.S.	Ship—3 m.	1890	Kingsport, N.S.	255 0	45 5	25 7	2061	The Ship Kings County Co., Ltd. Wolfville, N.S.
103,958	Kingston	Montreal	Barge—Chd	1898	Kingston, Ont	181 0	35 0	12 0	578	Montreal Transportation Co., Ltd., Montreal, Que.
76,548	Kinross	Victoria	Ship	1877	Liverpool, G.B.	242 5	37 0	22 5	1262	Ship Kinross Co., Ltd., Victoria, B.C.
116,869	Kippewa	Ottawa	Barge—Chd	1903	Turtle Portage, Que.	83 0	16 4	10 3	57	Patrick Kelly, Turtle Portage, Que.
107,626	Kirtle	New Westminster	″	1898	Vancouver, B.C.	50 0	14 6	4 0	23	The Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
100,981	Kite	Chatham, N.B.	Schr—Glt	1888	Caraquet, N.B.	36 0	12 1	5 1	11	C. Robin, Collas & Co., Ltd., Jersey.
103,288	Kite	″	″	1895	Shippegan, N.B.	34 7	12 0	4 8	10	T. Ahier, Shippegan, N.B.
116,119	Klondike	Victoria	Barge—Chd	1904	Whitehorse, Y.T.	100 0	31 5	6 0	178	The British Yukon Navigation Co. Ltd., Vancouver, B.C.
107,774	Klondyke	Chatham, N.B.	Schr—Glt	1900	Caraquet N.B	37 6	13 0	5 5	14	C. Robin, Collas & Co., Ltd., Jersey.
103,960	Klondyke	Montreal	Sloop	1898	Pierreville, Que.	125 9	27 2	10 8	275	Adolphe Lapierre, Pierrevile, Que.
103,732	Klondyke	Parrsboro'	Schr—Glt	1897	Port Greville, N.S.	74 8	24 6	7 7	78	E. Willigan, Parrsboro', N.S.
71,015	Kohinoor	Charlottetown	″	1876	Lunenburg, N.S	77 5	23 4	8 9	77	P. Clarkin, Charlottetown, P.E.I.
103,283	Koh-i-noor	Chatham, N.B.	″	1895	Caraquet, N.B.	37 0	12 8	5 2	13	P. Rive, Caraquet, N.B.

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90,642	Komaroff	Yarmouth	Schr—Glt	1883	Shelburne, N.S.	33 5	12 7	4 7	10	John Brow, Harbour au Bouche, N.S.
112,271	Kooraii	Montreal	Sloop	1898	Dorval, Que.	34 3	8 9	1 7	$\frac{45}{100}$	S. Arnold Finly, Montreal, Que.
112,331	Kulota	Collingwood	"	1904	Collingwood, Ont.	26 0	7 5	3 7	3	Howard Turnbull and Kenneth Turnbull, J.O., Montreal, Que.
121,889	Kuroki	Yarmouth	"	1905	Barrington, N.S.	30 0	11 4	6 0	10	Judah A. Newell, M.O., Cape Island N.S.
78,033	L. C. Larned	Chatham, Ont	Schr—Glt	1875	Port Huron, Mich., U.S.A.	72 0	19 0	5 3	43	D. W. Crow, Chatham, Ont.
91,661	L. C. Tough	Shelburne	"	1888	Mahone Bay, N.S.	33 9	12 2	5 4	12	A. Swaine, Black Point, N.S.
85,685	L. M. Ellis	Digby	Schr—Glt	1883	Digby, N.S.	55 0	18 4	5 8	35	George Lent, *et al.*, Freeport, N.S.
122,230	L. N. Scott	Montreal	Barge—Cld	1903	Three Rivers, Que	78 0	16 0	4 7	42	The Charlemagne & Lac Ouareau Lumber Co., Ltd., Montreal, Que.
77,267	L. Edna	St. John, N.B.	Schr—Glt	1876	St. Martin's, N.B.	74 0	24 7	6 5	68	Joshua Prescott, St. Martin's, N.B.
116,228	L'Aiglon	Quebec	Sloop	1903	Bic, Que.	84 9	14 4	5 8	24	J. Napoléon Côté, Bic, Que.
71,226	L'Ami du Peuple	Montreal	"	1874	St. Marcel, Que.	86 6	22 0	6 1	78	Ignace Caron, jr., St. Aimé, Que.
103,623	L'Ange	Quebec	"	1895	Isle Verte, Que.	30 6	11 9	4 6	10	L. Michaud, Isle Verte, Que.

92,763	L'Audacieuse	Quebec	Schr—Glt	1889	Chicoutimi, Que	55 8	20 0	7 5	48	Louis Leclerc, Kamouraska, Que.
80,655	L'Auréat	"	"	1879	Cap Santé, Que	57 6	5 2	6 4	39	Malcolm Hovington, Bon Désir, Que.
77,595	L'Aurore	Montrea	Barge—Chd	1878	St. Aimé, Que	87 5	15 7	6 4	73	Edmond Comptois, Sorel, Que.
103,138	L'Epervier	Quebec	Sloop	1894	Baie St. Paul, Que	37 2	13 8	5 2	15	Georges Brochu, Cap St. Ignace, Que.
83,347	L'Espérance en Marie	"	Schr—Glt	1881	Petite Rivière, Que.	56 4	19 5	7 2	44	Aimé Guérin, St. Siméon, Que.
107,773	L'Etoile	Chatham, N.B	"	1900	Caraquet, N.B	37 0	13 8	5 6	15	Prudent Gallien, Caraquet, N.B.
90,887	L'Etoile	Yarmouth	Sloop	1888	Tusket Wedge, N.S.	60 6	19 2	6 9	48	Collins Titus, Westport, N.S.
103,980	L'Etoile de la Mer	Quebec	Schr—Glt	1897	Baie St. Paul, Que	48 6	16 8	6 4	29	Emile Dumont, Tadousac, Que.
107,493	L'Etoile de la Mer	"	Sloop	1897	St. Siméon, Que.	35 2	11 4	4 5	11	F. Savard, St. Siméon, Que.
80,673	L'Exportation	Montreal	Barge Chd	1881	St. Aime, Que	95 6	20 4	6 5	108	Ignace Caron, St. Aimé, Que.
100,171	L'Imperial	"	"	1891	Pierreville Que.	140 0	27 7	11 5	338	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
116,705	L'Infatigable	Quebec	Schr—Glt	1904	Les Escoumains, Que.	61 8	20 6	6 0	43	Jean Bouliane, Les Escoumains, Que.
77,870	L'Islet	"	Sloop	1878	L'Islet, Que	49 0	16 7	4 7	23	Dolphin Langlois, Isle aux Grues, Que.
92,558	L'Union	Montreal	Barge Chd	1888	Yamaska, Que	132 0	26 9	11 0	304	A. Lomer, Montreal, Que.
111,490	La Bellay	Quebec	Schr—Glt	1900	St. Siméon, Que	69 2	23 0	8 0	80	Aimé Bellay, St. Siméon, Que.
103,625	La Biénvenue	"	"	1896	Baie St. Paul, Que	53 4	18 2	7 2	38	Joseph Belanger, Trois Pistols, Que.
88,316	La Canadienne	"	"	1885	Ste. Luce, Que	64 8	19 3	7 4	54	Anatole Filion, Maple Ave., Quebec, Que.
103,355	La Clerina	"	"	1894	Green Island, Que	42 2	13 6	5 8	20	N. Levesque, Green Island, Que.
96,838	La France	Lunenburg	"	1890	Lunenburg, N.S	76 4	22 2	8 5	89	S. R. Balcom, Bay of Islands, Nfld.
72,939	La Galiotte	Quebec	"	1875	Malbaie, Que.	40 8	15 0	6 6	18	A. Riverin, jr., St. Etienne de la Malbaie, Que.
75,700	La Jeune Perdrix	"	"	1878	St. Jean, Island of Orleans Que.	39 5	13 0	5 6	18	Theodore Clouthier, Moisie, Que.
112,045	La Marie Reine	Quebec.	"	1902	Rivière Claude, Que	88 2	26 2	10 0	126	Joseph Rioux, Rivière Claude, Que.
80,755	La Marina	"	"	1878	Betchouan, Que	43 3	15 5	6 0	18	Dominique Lapierre, Isle Verte, Que.
100,855	La Marinière	"	"	1893	Rivière Claude, Que	67 2	21 6	8 0	76	Revillon Bros., Ltd., Montreal, Que.
74,355	La Mode	Pictou, N.S.	"	1877	Merigomish, N.S	48 7	15 1	6 2	26	John Forrestall, Auld's Cove, N. S.

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75,696	La Mouette	Quebec	Schr—Glt	1877	Quebec, Que	73 5	20 8	8 5	65	Alexander Blais, Levis, Que.
71,624	La Providence	Montreal	Barge—Chd	1875	Yamaska, Que	100 3	22 1	6 2	94	J. B. Allard, jr., Sorel, Que.
107,510	La Punaise	Quebec	Sloop	1898	St. Siméon, Que	31 4	12 0	4 0	10	F. X. Morin, St. Siméon, Que.
100,329	La Rose	Yarmouth	Schr—Glt	1894	Eel Brook, N.S	38 0	13 2	4 4	13	M. N. Amiro, Eel Brook, N.S.
59,892	La Sorcière	Quebec	Barge—Chd	1863	St. Jean Deschaillons, Que.	68 5	22 0	5 5	44	P. C. Lavasseur, St. Jean Deschaillons, Que.
77,597	Lac St. Pierre	Montreal	Sloop	1879	St. Thomas de Pierreville, Que.	91 0	22 7	6 4	89	Agapit Daneau, St. Thomas, Que.
80,651	Lac Superior	"	"	1879	" "	98 0	22 8	6 9	105	A. Pagé, Berthier, Que.
92,291	Lackawanna	Ottawa	Barge—Chd	1884	Champlain, Que	106 0	22 7	7 0	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
77,766	Laconic	St. Andrews	Schr—Glt	1880	McNutt's Island, N.S	29 5	14 3	5 8	15	Charles Judge, St. Andrews, N.B.
107,901	Lady Aberdeen	"	Sloop	1895	Quaco, N.B.	32 6	14 7	6 0	18	Alva B. Small, Grand Manan, N.B.
121,937	Lady Betty	Halifax	"	1901	New Bedford, Mass., U.S.A.	28 8	7 7	4 5	5	Sidney C. Oland, Dartmouth, N.S.
103,856	Lady Bird	"	"	1897	Dartmouth, N.S	23 6	6 6	4 0	2	Lt.-Col. A. W. A. Duncan, Naughton, Eng.
103,059	Lady Bourque	Yarmouth	Schr—Glt	1886	Tusket, N.S.	38 5	13 2	4 0	11	M. Bourque, Tusket, N.S.
72,072	Lady Fougère	Arichat	"	1883	River Bourgeoise, N.S.	40 7	13 7	5 4	15	Docité Fougère, River Bourgeoise, N.S.

75,889	Lady Franklin	Charlottetown	Schr—Glt	1881	Tatamagouche, N.S.	72 4	21 8	8 0	77	Geo. Jester, North Sydney, N.S.
71,924	Lady Hill	Pictou, N.S.	"	1875	Exploits Bay, Nfld	67 8	19 9	8 5	64	A. M. Banks, Halifax, N.S.
111,480	Lady Laurier	Arichat	"	1901	Petite de Grat, N.S.	32 6	11 0	5 3	12	S. A. Boudrot, Petite de Grat, N.S.
107,183	Lady May	Charlottetown	"	1898	Belle River, P.E.I.	46 6	14 6	5 0	21	F. J. G. McDougall, Belle River, P.E.I.
96,784	Lady May	Halifax	"	1890	Chezetcook, N.S.	45 3	16 6	6 4	25	Prosper A. Garcia, Rose Blanche, Nfld.
107,765	Lady Napier	Charlottetown	Bgtn—Bkglt.	1902	Georgetown, P.E.I.	113 8	27 0	11 7	210	D. Gordon, Georgetown, P.E.I.
111,581	Lady Smith	Peterborough	Barge—Chd	1900	Lakefield, Ont.	86 0	20 0	5 2	76	Wm. H. White, Lakefield, Ont.
112,059	Lady of Avon	Windsor, N.S.	Schr—Glt	1902	Horton, N.S.	124 0	32 6	11 0	249	The Schr. Lady of Avon Co., Ltd., Horton, N.S.
38,516	Lady of the Lake	Arichat	"	1872	Bras d'Or Lake, N.S.	49 4	17 2	7 0	26	S. W. Johnston and F. Mason, Georgetown, P.E.I.
111,461	Ladysmith	Chatham, N.B.	"	1900	Shippegan, N.B.	37 6	13 6	6 1	17	H. Chiasson, Little Lameque, N.B.
112,324	Ladysmith	Parrsboro'	Bktn—Bkglt.	1902	Lower Economy, N.S.	176 2	35 9	17 8	698	Hugh Gillespie, M.O., Parrsboro', N.S.
107,809	Ladysmith	St. John, N.B	Schr—Glt	1900	Cambridge, N.B	51 7	20 2	5 3	30	Arch. Fanjoy, Cambridge, N.B.
73,089	Lafrenière et St. Onge	Montreal	Sloop	1874	Yamaska, Que	103 2	22 5	8 0	131	James Williamson, Grenville, Que.
116,735	Lake Queen	Halifax	Schr—Glt	1904	Port Hilford, N.S.	49 6	16 0	6 8	29	Isaac A. Hopkins, Jeddore, N.S.
96,881	Lake St. Louis, No. 1	Ottawa	Floating Light	...		58 2	16 8	7 8	63	The Minister of Marine and Fisheries Ottawa, Ont.
96,882	Lake St. Louis, No. 2	"	"	...		58 2	16 8	7 9	64	" " "
96,883	Lake St. Louis, No. 3	"	"	...		58 2	16 8	7 6	66	" " "
96,884	Lake St. Peter, No. 1	"	"	...		56 4	15 6	7 2	46	" " "
96,885	Lake St. Peter, No. 2	"	"	...		56 4	15 6	7 2	46	" " "
96,886	Lake St. Peter, No. 3	"	"	...		56 4	15 6	7 2	46	" " "
107,336	Lakeside	Yarmouth	Bktn—Bkglt.	1900	Grangemouth, G.B.	181 6	35 1	14 4	726	The Lakeside Shipping Co., Ltd., Yarmouth, N.S.
121,929	Lala	Quebec	Schr—Glt	1904	Ste. Anne des Monts, Que.	67 2	21 0	5 5	45	The James Richardson Co. Ltd., Matane, Que.
74,233	Laliberté	"	Sloop	1875	St. Jean des Chaillons, Que.	110 0	24 0	8 0	135	N. Heroux and D. Lefebvre, Deschambault, Que.
71,603	Lancaster	Montreal	Barge—Chd	1873	Lancaster, Que.	125 1	22 8	9 5	220	Pierre Paul, Sorel, Que.
88,399	Landskrona	Windsor, N.S.	Bk—Bq.	1886	Gardner's Creek, N.B.	206 8	39 7	23 5	1330	C. H. Bass and Chas. Cravos, Cardiff, Wales.

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96,918	Lapwing	Montreal	Schr—Glt	1892	Garden Island, Ont	175 7	31 2	12 1	516	The Montreal Transportation Co., Ltd., Montreal, Que.
90,438	Lark	Barrington	Sloop	1892	Barrington, N.S.	33 7	12 2	6 3	13	Samuel Atwood, Barrington, N.S.
103,003	Lark	Chatham, N.B.	Schr—Glt	1892	Shippegan, N.B.	34 0	12 3	4 5	10	Thomas Ahier, Shippegan, N.B.
....	Lark	Montreal	Barge—Chd	1871	Kingston, Ont	136 1	27 5	9 4	303	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
100,138	Lark	Winnipeg	"	1893	St. Boniface, Man.	100 0	14 5	4 0	39	Francis Paterson, Winnipeg, Man.
117,092	Lass of Gowrie	Arichat	Schr—Glt	1905	Cape George, N.S.	39 0	12 0	5 7	14	J. Pettitpas, Arichat, N.S.
103,232	Lassie	Montreal	Sloop	1894	Roslyn, U.S.A.	20 4	6 2	1 1	1	H. M. Molson, Montreal, Que.
111,635	Latooka	Lunenburg	Schr—Glt	1901	La Have, N.S.	91 3	24 3	9 3	99	Rufus Conrad, La Have, N.S.
61,837	Laughing Waters	Yarmouth	"	1871	Port Mouton, N.S.	51 7	18 6	6 8	32	J. Goodwin, jr., Argyle, N.S.
51,782	Laura	Halifax	"	....	U.S.A.	65 6	19 3	7 2	53	Geo. E. M. Lewis, Lewiston, N.S.
107,290	Laura	Liverpool	"	1901	Liverpool, N.S.	129 6	31 0	12 4	299	John Harlow, *et al.*, Milton, N.S.
103,333	Laura	Montreal	Barge—Chd	1895	Yamaska, Que	141 7	29 4	11 2	339	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
103,312	Laura	Port Hawkesbury	Schr—Glt	1895	Cheticamp, N.S.	42 5	13 4	4 9	13	John Doucette, Cheticamp, N.S.
103,316	Laura	"	"	1894	" N.S.	33 8	10 9	5 1	10	Ubald Bourgeois, Eastern Harbour, N.S.

107,501	Laura	Quebec	Sloop	1897	Tadousac, Que	37 2	13 8	4 9		B. Caron, Tadousac, Que.
107,662	Laura	"	Schr—Glt	1898	Rimouski, Que	28 0	10 5	4	8	The Minister of Lands, Mines & Fisheries for Prov. Quebec, Quebec, Que.
96,956	Laura	St. John, N.B	"	1890	Chipman, N.B	59 0	23 0	5 0	40	Alex. Gale, Waterborough, N.B.
88,473	Laura	Winnipeg	Barge—Chd	1880	Icelandic River, Man.	66 0	14 9	4 5	35	Lake Winnipeg Transportation, Lumber & Trading Co., Winnipeg, Man
80,980	Laura B	Sydney	Schr—Glt	1883	St. Ann's, N.S	74 2	23 6	8 7	90	Solomon Bonnell, North Sydney, N.S.
117,136	Laura B	Yarmouth	Sloop	1905	Cape Island, N.S	34 0	12 0	5 6	10	Hayzen Lowe, M.O., Clark's Harbor, N.S.
111,908	Laura B. G.	Arichat	Schr—Glt	1898	Country Harbour, N.S.	31 0	11 6	4 6	10	John S. Wells, White Head, N.S.
112,096	Laura C	Lunenburg	"	1902	La Have, N.S	122 6	30 5	11 0	249	John M. Gibson, *et al.*, La Have, N.S.
103,738	Laura C. Hall	Parrsboro'	"	1898	Parrsboro', N.S	81 0	25 6	8 1	100	J. H. Rockwell, *et al.*, River Hebert, N.S.
94,788	Laura C. Zwicker	Lunenburg	"	1889	Mahone Bay, N.S	71 3	23 5	9 2	85	Daniel McDonald, St. Ann's, N.S
61,615	Laura Cox	Guysboro'	"	1875	Country Harbour, N.S.	58 7	20 4	7 1	49	C. A. Ozen, North Sydney, N.S., and John Arsenault, Little Bras d'Or, N.S.
88,565	Laura D	Kingston	Sloop	1884	Kingston, Ont	64 6	16 7	5 0	36	Arthur Sudds, Simcoe Island, Ont., and Geo. Ledford, Kingston, Ont.
117,140	Laura E	Yarmouth	"	1905	Cape Island, N.S	31 0	11 0	6 0	10	S. O. T. Reynolds, Port Latour, N.S.
74,054	Laura E. Douglas	Barrington	Schr—Glt	1876	Port Clyde, N.S	58 8	18 8	7 1	39	John T. Dicks, Georgetown, P.E.I.
101,246	Laura E. Franklin	Halifax	"	1892	St. George's Bay, Nfld	54 5	20 0	7 9	46	James Irwin, Wine Harbour, N.S.
96,797	Laura Pheobe	"	"	1890	Musquodoboit, N.S	41 5	14 6	6 0	18	John Kent, Musquodoboit, N.S.
88,455	Laura Victoria	Arichat	"	1888	St. Peter's, N.S	58 4	17 7	7 1	39	John J. Hemphill, Georgetown, P.E.I.
121,925	Laure Hortense	Quebec	"	1906	St. Fidele, Que	66 6	19 0	6 5	50	Wilbrod Bhereur, St. Fidele, Que.
116,203	Laurel	Halifax	"	1903	Pubnico, N.S	40 0	14 0	6 6	16	George Pelham, Herring Cove, N.S.
100,451	Laurentides	Quebec	"	1890	Quebec, Que	65 0	21 6	6 0	55	François Bouchard, Quebec, Que.
116,513	Laurie H	Lunenburg	"	1904	Tancook Island, N.S	42 8	12 0	7 0	16	Jeremiah Slaunwhite, Terence Bay, N.S.
116,204	Laurie J	Yarmouth	"	1903	Meteghan, N.S	69 0	21 5	8 0	65	Julien D'Entremont, Pubnico, N.S.
103,035	Laval	Ottawa	Dredge- Drague	1893	Ottawa, Ont	152 6	31 0	12 6	296	The Minister of Public Works, Ottawa, Ont.
111,838	Lavina D	Digby	Schr—Glt	1902	Mavillette, N.S	41 0	12 7	6 0	21	Jas. Doucette, Mavilette, N.S.
103,702	Lavinie	Yarmouth	"	1896	Pinkney's Point, N.S	64 0	21 5	7 4	50	D. Surette, Yarmouth, N.S.

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94,780	Lawrence	Lunenburg	Schr—Glt	1888	Lunenburg, N.S.	76 4	23 5	9 2	79	Andrew Grant, Port Elgin, Ont.
103,619	Le Canadien	Quebec	Sloop	1895	Tadousac, Que.	54 0	16 8	5 8	31	Xavier Gagne, Tadousac, Que.
107,509	Le Célina	"	"	1898	St. Siméon, Que.	33 9	11 8	4 5	10	Auguste Desbiens, St. Siméon, Que.
111,659	Le Maria	Montreal	"	1901	St. Thomas de Pierreville, Que.	99 6	23 0	6 6	117	Edmond Sauvageau, Champlain, Que.
100,456	Le Marquis de Lorne	Quebec	"	1880	Tadousac, Que.	38 0	14 6	4 9	17	A. Talbot, Cap St. Ignace, Que.
85,452	Le Petrel	"	"	1882	Quebec, Que.	42 5	16 0	4 0	18	Simon Peters, Quebec, Que.
103,360	Le Point du Jour	"	Barge Chd	1895	St. Thomas de Pierreville, Que.	102 6	22 6	6 6	123	Pierre Paul, St. Joseph de Sorel, Que.
107,535	Leader	St. John, N.B.	Schr—Glt	1898	Canning, N.B.	63 8	23 4	6 2	55	A. McM. Thurrott, Canning, N.B.
94,947	Leader	Shelburne	"	1889	Shelburne, N.S.	88 0	24 0	10 6	128	George A. Cox, Shelburne, N.S.
37,551	Leading Star	Halifax	"	1854	Lunenburg, N.S.	56 3	17 8	7 4	39	Lenly Bond, *et al.*, Chester, N.S.
100,077	Leah D.	St. John, N.B.	"	1891	Waterborough, N.B.	64 9	23 6	5 5	48	Frank L. Farris, Waterborough, N.B.
107,374	Leah Hardy	Sydney	"	1901	Gabarouse, N.S.	45 1	14 5	6 0	20	Peter Landry, St. Peters, N.S.
116,420	Lebarge	Victoria	Barge—Chd	1904	Whitehorse, Y.T.	77 0	24 0	4 0	63	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
74,206	Leda	Montreal	"	1873	Sorel, Que.	104 6	21 0	7 2	122	F. X. Croteau, Leclereville, Que.

92,769	Leda	Quebec	Barge—Chd	1890	Yamaska, Que	105 0	22 1	8 2	148	Thomas Gauthier, Montreal, Que.
73,022	Lédée Adèle	Amherst, M.I.	Schr—Glt	1877	Pointe Basse, Que	65 3	20 7	7 6	50	Nazaire Jomphe, House Harbour, Magdalen Islands, Que.
100,296	Leigh J.	Chatham, N.B.	"	1892	Chatham, N.B.	52 0	17 3	6 8	34	W. S. Loggie & Co., Ltd., Chatham, N.B.
96,763	Lelia Linwood	Arichat	"	1870	Salisbury, Mass., U.S.A.	75 5	21 5	7 9	67	Robert Nutter, Port Caledonia, N.S.
100,320	Lena	Barrington	"	1892	Pubnico, N.S.	40 0	13 2	5 5	13	Lovitt Nickerson, Cape Island, N.S.
100,313	Lena	Maitland	Schr—Glt	1901	Noel, N.S.	62 2	20 5	7 2	51	E. A. O'Brien, Noel, N.S.
121,887	Lena	Yarmouth	Sloop	1906	Clyde, N.S.	30 0	11 0	6 0	11	Avert D. Smith, Yarmouth, N.S.
90,840	Lena A.	Port Medway	Schr—Glt	1899	Liverpool, N.S.	32 0	10 0	5 2	11	C. A. Bowlby, Port Medway, N.S.
107,126	Lena F. Oxner	Lunenburg	"	1899	Lunenburg, N.S.	88 0	24 0	9 6	99	James Geldert, *et al.*, Lunenburg, N.S.
111,905	Lena Jane	Arichat	"	1901	Petite de Grat, N.S.	31 0	10 6	5 6	11	Dominic Boudrot, Petite de Grat, N.S.
100,876	Lena Maud	St. John, N.B.	"	1893	Whitehead, N.B.	78 4	27 2	7 0	98	Wm. Anthony, Maitland, N.S.
90,729	Lenore	Halifax	Sloop	1887	Truro, N.S.	30 2	7 6	4 2	5	Henry C. McLeod, Halifax, N.S.
100,951	Leo	Chatham, N.B.	Schr—Glt	1893	Caraquet, N.B.	37 5	12 4	5 2	15	W. S. Loggie & Co., Ltd., Chatham, N.B.
85,342	Leo	Lunenburg	Bgtn—Bkglt	1882	Mahone Bay, N.S.	97 2	24 6	10 8	165	James Eisenhauer & Co., Ltd. Lunenburg, N.S.
100,075	Leo	St. John, N.B.	Schr—Glt	1891	Waterborough, N.B.	80 2	26 5	6 9	93	E. M. Durant, *et al.*, Parrsboro', N.S.
61,906	Leona	Liverpool	"	1870	Liverpool, N.S.	52 0	16 5	6 1	26	A. Harrington, Liverpool, N.S.
94,874	Leona	Montreal	Sloop	1888	Pierreville, Que.	107 6	22 8	7 3	145	A. Martineau, Yamaska, Que.
107,065	Leonard Parker	St. John, N.B.	Schr—Glt	1897	Tynemouth, G.B.	127 9	29 8	10 4	246	R. C. Elkin, Ltd., *et al.*, St John, N.B.
83,341	Léonille	Quebec	"	1881	Mille Vaches, Que.	38 0	13 1	4 6	13	Edmond Tremblay, Ste. Anne de Portneuf, Que.
72,098	Leonora	Chatham, N.B.	"	1876	Richibucto, N.B.	56 8	18 3	6 9	36	C. E. Myers, Crapaud, P.E.I.
96,827	Leopold	Gaspé	"	1889	Lunenburg, N.S.	79 6	24 0	9 3	93	Chas. Le Marquand, *et al.*, Point St. Peter, Que.
100 177	Leopold	Montreal	Sloop	1891	St. François, Que.	107 5	22 2	7 3	144	P. Desmarais, Notre Dame de Pierreville, Que.
100,459	Les Ecureuils	Quebec	Schr—Glt	1892	Les Ecureuils, Que.	65 2	18 6	6 9	57	Joseph Lajoie, St. Fulgence, Que.
59,388	Letitia	St. Andrews	"	1877	Deer Island, N.B.	30 9	13 5	5 6	10	H. C. Guptill, Grand Manan, N.B.
83,474	Letter B	"	"	1875	Brier Island, N.B.	29 0	12 1	5 6	12	Mrs. Sophia Cook, St. George, N.B.

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72,093	Lettie Dane	Chatham, N.B	Schr—Glt	1876	P. E. I	30 5	12 1	4 0	11	J. W. Hierlily, Lot 9, P.E.I.
85,362	Levi Crannell	Ottawa	Barge—Chd	1884	Hull, Que	111 0	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
37,363	Levi Hart	Halifax	Schr. Glt	1853 1872	Crow Harbour, N.S. Guysboro', N.S.	60 3	17 1	7 8	54	Wm. Dooks and Seth Dooks, Jeddore, N.S.
88,670	Levinia	Chatham, N.B	"	1886	Tignish, P. E. I	40 0	13 9	5 2	18	Wm. Deagle and M. D. Lally, Miminegash, P. E. I.
100,519	Levuka	Parrsboro'	"	1893	Port Greville, N.S	69 0	24 5	7 1	76	F. A. Rand, *et al.*, Parrsboro', N.S.
117,021	Lewis	Sydney	"	1904	Louisburg, N.S	86 7	24 3	9 7	99	William W. Lewis, Louisburg, N.S.
107,324	Lewiston	Halifax	"	1900	Sheet Harbour, N.S	60 5	20 5	8 0	59	George E. M. Lewis, Lewiston, N.S.
92,396	Lia	Kingston	Sloop	1888	Kingston, Ont	53 0	16 4	4 3	21	James Eccles, Belleville, Ont.
94,639	Libbie	Victoria	Schr—Glt	1889	Shelburne, N.S	81 0	21 9	9 2	93	Victoria Sealing Co., Ltd., Victoria, B.C.
77,848	Libbie T.	Halifax	"	1880	Economy, N.S	65 0	19 7	8 0	68	Robert Lewis, Economy, N.S.
85,301	Liberal	Montreal	Sloop	1883	St. Ours, Que	107 0	22 8	10 9	186	F. Marchesault, St. Ours, Que.
......	Libérateur	"	Barge—Chd	1871	Yamaska, Que	103 8	22 4	8 1	156	L. Delisle, Valleyfield, Que.
107,518	Lidie & Julia	St. John, N.B	Sloop	1897	St. John, N.B	34 1	12 3	4 0	8	George H. Foster, Grand Manan, N.B.
12,217	Life Boat	Charlottetown	Schr—Glt	1862	Port Medway, N.S	63 5	20 0	7 6	48	D. Anderson, Charlottetown, P.E.I.

107,446	Lighthouse No. 1	Vancouver	Scow—Chd	1897	Vancouver, B.C	36 2	10 0	3 0	8 Federation Brand Canning Co., Ltd., Victoria, B.C.
107,447	Lighthouse No. 2	"	"	1896	"	30 0	12 0	2 5	7 " " "
107,714	Lighthouse No. 3	"	"	1898	"	36 0	14 0	3 7	14 " " "
42,684	Lightning	St. John, N.B	Schr—Glt	1862	St. John, N.B.	69 3	18 4	7 4	38 F. C. Lahey, *et al.*, St. John, N.B.
107,660	Lila D. Young	Lunenburg	"	1899	Lunenburg, N.S	99 0	25 0	9 8	100 John B. Young, *et al.*, Lunenburg, N.S.
107,129	Lilla B. Hirtle	"	"	1899	Lunenburg, N.S	99 0	25 0	9 8	99 Benjamin Anderson, Lunenburg, N.S.
112,152	Lillian	Chatham, N.B	"	1902	Caraquet, N.B.	39 0	13 0	5 6	15 Peter Fiott, Caraquet, N.B.
103,760	Lillian	Lunenburg	"	1898	LaHave, N.S	80 2	22 2	9 2	84 D. Getson, *et al.*, LaHave, N.S.
80,954	Lillian	Picton, Ont	"	1859	Henderson, N.Y., U.S.A.	55 0	11 6	4 8	20 Jas. Blowers, Toronto, Ont.
111,878	Lillian Blauvelt	Yarmouth	"	1902	Meteghan River, N.S	106 0	28 0	10 1	195 J. B. Blauvelt, Tusket, N.S.
88,273	Lillian E	St. Andrews	"	1884	St. George, N.B	31 2	11 8	5 9	13 David McClelland, St. John, N.B.
111,901	Lillian Louise	Arichat	"	1901	Guysboro', N.S	33 0	10 9	5 6	12 Chas. P. Boudrot, Petite de Grat, N.S.
100,338	Lillie	Maitland	"	1894	Maitland, N.S	130 9	31 5	11 7	311 Albert M. Miller, Tignish, P.E.I.
103,315	Lillie	Port Hawkesbury	"	1895	Cheticamp, N.S	35 2	12 0	5 5	12 Fidele Chiasson, Eastern Harbour, N.S.
88,626	Lillie	Windsor, Ont	"	1884	Pike Creek, Ont	70 8	19 3	4 6	46 Julia Neveaux, Windsor, Ont.
80,077	Lillie Bell	St. John, N.B	"	1881	Rexton, N.B	79 0	26 6	7 4	89 Geo. W. Erb, St. John, N.B.
107,794	Lillie E	St. John, N.B	"	1899	Waterborough, N.B	62 4	23 4	5 7	53 W. W. Barton, Waterborough, N.B.
103,217	Lilly	Ottawa	Scow—Chd	1890	Buckingham, Que.	49 0	10 2	2 5	7 George Bothwell, Buckingham, Que.
96,790	Lilly C	Halifax	Schr—Glt	1888	Sambro, N.S	35 2	11 8	6 5	12 W. McC. Boak, Halifax, N.S.
51,961	Lilly Dale	Yarmouth	"	1865	Beaver River, N.S	38 0	12 8	5 0	11 Dexter W. Morrison, Westport, N.S.
74,391	Lilly Macfarlane	Toronto	"	1872	Port Credit, Ont	44 5	12 0	3 5	14 Lionel Yorke, Toronto, Ont.
112,377	Lilly May	Arichat	"	1902	West Arichat, N.S.	41 9	14 0	5 9	18 H. E. McDonald and A. Poirier, Descouse, N.S.
103,280	Lily	Chatham, N.B	"	1894	Caraquet, N.B	35 0	12 0	6 0	11 Prudent Gallien, Caraquet, N.B.
42,089	Lily	St. Andrews	"	1862	Hillsboro', N.B	34 0	10 5	5 6	10 Francis Campbell, Dipper Harbour, N.B.
....	Lina	Montreal	Barge—Chd	1869	Sorel, Que	98 0	22 5	6 9	108 Ant. Lavellée, Sorel, Que.

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83,472	Lindon	St. Andrews	Schr—Glt	1881	St. George, N.B.	29 0	11 5	6 0	12	Benjamin Parker, West Isles, N.B.
88,407	Linnet	Digby	"	1881	Liverpool, N.S.	38 5	13 3	5 7	15	Jos. H. Moorehouse, Sandy Cove, N.S.
100,745	Linnet	Windsor, N.S.	"	1896	Blomidon, N.S.	41 4	14 0	4 8	14	Matthias Rolf, Walton, N.S.
100,540	Linnie & Edna	Digby	"	1894	Tiverton, N.S	52 2	17 6	6 5	30	L. H. Outhouse, Tiverton, N.S.
55,644	Lion	Amherst, M.I.	"	1873	House Harbour, M.I., Que.	58 0	19 3	7 6	42	C. Richard, Magdalen Islands, Que.
57,258	Lion	Lunenburg	"	1867	Mahone Bay, N.S.	61 5	19 3	7 6	40	John W. Kenney, Barrington, N.S.
103,292	Lion	New Westminster	Scow—Chd	1894	New Westminster, B.C.	85 0	28 5	5 5	124	The Vancouver Dredging & Salvage Co., Ltd., Vancouver, B.C.
103,516	Lis	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	F. H. Bell, Halifax, N.S.
80,598	Lithophone	Toronto	Schr—Glt	1881	Bronté, Ont	55 0	15 6	3 5	14	Walter G. Naish, Port Credit, Ont.
83,464	Little Annie	Digby	"	1868	Essex, Mass., U.S.A.	44 3	15 3	5 0	19	Walter F. Leonard, St. John, N.B.
75,605	Little Annie	Halifax	"	1878	Port Gilbert, N.S.	47 0	16 7	6 4	27	Edward Eisner, Marriott's Cove, N.S.
75,851	Little Annie	Weymouth	"	1877	Meteghan River, N.S.	38 8	14 3	5 3	16	Thomas German, Meteghan, N.S.
121,693	Little Charley	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 3	6 0	10	H. Newell, M.O., Cape Island, N.S.
94,822	Little Eddie	"	Schr—Glt	1889	Church Point, N.S.	28 6	11 2	4 8	7	G. A. Mallett, Gilbert Cove, N.S.

104,000	Little Gracie	St. Andrews	Schr—Glt	1894	Spencer's Island, N.S	29 0	11 0	5 0	11	Andrew Millar, St. John, N.B.
103,318	Little Heir	Port Hawkesbury	"	1895	Cheticamp, N.S	41 8	13 3	5 9	19	John Chiasson, Eastern Harbour, N.S.
88,261	Little Joe	Yarmouth	"	1883	St. John, N.B	46 9	15 0	5 9	18	Harvey Goodwin, Pubnico, N.S.
59,395	Little Minnie	St. Andrews	"	1872	Lubec, Me., U.S.A	36 9	14 4	4 9	14	Joseph McGee, St. George, N.B.
59,321	Little Nell	"	"	1853	Gloucester, Mass., U.S.A.	46 5	15 2	5 7	21	Albert Ingersoll, Grand Manan, N.B.
75,759	Lively	Yarmouth	"	1877	Meteghan, N.S.	34 2	11 0	4 0	9	W. Quinty, Carleton, St. John, N.B.
91,871	Livon	Montreal	Sloop	1889	Pierreville, Que.	107 8	22 8	8 2	167	Prospère Laplante, Lachine, Que.
100,563	Lizzie	Sydney	Schr—Glt	1892	Mahone Bay, N.S.	120 7	25 8	12 9	245	Dominion Coal Co., Ltd., Glace Bay, N.S.
100,900	Lizzie	Weymouth	"	1875	Bath, Me., U.S.A	76 5	21 8	7 8	68	A. H. Comeau, Meteghan River, N.S.
69,964	Lizzie A	Port Hawkesbury	"	1877	Strait of Canso, N.S.	44 0	16 0	5 9	20	Augustin McInnes, Earnscliffe, P.E.I.
72,282	Lizzie A	St. John, N.B	"	1876	Canning, N.B.	57 6	20 6	5 7	35	J. D. Hatfield, Kars, N.B.
64,552	Lizzie B	"	"	1870 1886	Westfield, N.B.	76 5	27 5	7 0	81	John J. Shields, Alma, N.B.
122,101	Lizzie B	Yarmouth	Sloop	1906	Mavilette, N.S	35 0	14 6	7 0	18	Leazine Boudreau, M.O., Mavilette. N.S.
71,012	Lizzie Burrill	Windsor, N.S.	Ship—3 m	1875	Little Brook. N.S	190 0	37 4	22 2	1185	Daniel Munro, Windsor, N.S.
79,979	Lizzie C	Charlottetown	"	1878	St. Martin's, N.B	75 0	22 4	7 9	79	R. H. Cann, Louisburg, N.S.
103,466	Lizzie Catherine	"	"	1899	Red Island, N.S	92 0	23 8	9 8	99	Ronald Cameron, Summerside, P.E.I.
88,664	Lizzie D	Chatham, N.B	"	1834	Tracadie, N.B	40 7	14 4	5 6	17	Mrs. Helen Arseneau, Tracadie, N.B.
100,972	Lizzie D	Chatham, N.B	Schr—Glt	1893	Caraquet, N.B	35 2	12 6	5 2	11	Mrs. Sarah and F. T. B. Young, J.O., Caraquet, N.B.
122,144	Lizzie D	Yarmouth	Sloop	1906	Salmon River, N.S	35 0	11 3	5 6	12	Enos C. Deveau, Salmon River, N.S.
103,709	Lizzie E	"	Schr—Glt	1897	Port Maitland, N.S	42 0	12 8	5 4	19	J. Ellis, Port Maitland, N.S.
111,910	Lizzie J. Greenleaf	Arichat	"	1899	Canso, N.S.	32 0	10 2	5 9	11	Thos. Ryan, Canso, N.S.
75,598	Lizzie Jane	Digby	"	1877	Barton, N.S	39 7	14 8	6 3	18	J. W. Snow, *et al.*, Granville, N.S.
75,448	Lizzie Lindsay	Gaspé	"	1884	Douglastown, Que	74 1	22 3	9 9	91	Arthur Nadeau, Cascapedia, Que.
103,467	Lizzie May	Arichat	"	1900	River Bourgeoise, N.S	40 1	12 4	6 3	12	Alfred Boudrot and Daniel Boudrot, Petite de Grat, N.S.
117,097	Lizzie May	"	"	1906	Larry's River, N.S	37 0	11 8	5 6	12	Benjamin L. Pelrine, Larry's River, N.S.

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116,549	Lizzie Metzner	Kingston	Schr—Glt	1888	Manitowoc, Wis., U.S.A.	82 8	21 8	6 6	91	Chaney Deryaw and Henry Deryaw, Kingston, Ont.
100,097	Lizzie R	St. John, N.B	〃	1892	Cambridge, N.B	74 0	25 0	4 9	80	James A. Gibbon, St. John, N.B.
100,316	Lizzie S	Yarmouth	〃	1892	Yarmouth, N.S	30 0	11 0	4 5	8	Wm. Surette, Yarmouth, N.S.
59,342	Lizzie S. McGee	St. Andrews	〃	1868	St. George, N.B	35 0	13 0	5 9	14	Joseph McGee, St. George, N.B.
92,365	Lizzie W	St. John, N.B	〃	1887	Greenwich, N.B	42 0	15 6	5 4	17	Mrs. Annie George, Parrsboro', N.S.
88,266	Lizzie Young	〃	〃	1883	Musquash, N.B	37 1	13 9	5 2	13	Michael Quigg, Musquash, N.B.
85,534	Lloyd	Yarmouth	〃	1883	Maitland, N.S.	45 4	16 3	6 0	31	W. H. Anderson, Hillsburn, N.S.
75,495	Lochiel	Charlottetown	〃	1877	Murray River, P.E.I	56 0	19 0	7 6	41	Mrs. Catherine Smith, Point du Chêne, N.B.
61,833	Lockwood	St. John, N.B	Bk—Bq	1872	Port Gilbert, N.S	175 0	35 5	21 6	950	C. A. Palmer, St. John, N.B.
66,948	Lois	Charlottetown	Schr—Glt	1858	Marblehead, Mass., U.S.A.	73 0	20 4	7 4	67	Lucy Dunn, Summerside, P.E.I.
54,114	Lone Star	Halifax	〃	1866	Marie Joseph, N.S	48 4	16 6	6 6	29	F. Ingersoll, sr., Grand Manan, N.B.
.....	Longueuil	Montreal	Barge—Chd	1868	Montreal, Que	171 1	21 1	9 1	275	E. Haynemand, Lanoraie, Que.
83,465	Look Out	St. Andrews	Schr—Glt	1857	Essex, Mass., U.S.A	63 2	19 6	7 1	48	F. Wooster, Grand Manan, N.B.
85,690	Lora T.	Digby	〃	1883	Beaver River, N.S	41 0	14 0	5 7	15	Judson T. Thurber, Freeport, N.S.

116,729	Lorain	St. John, N.B.	Schr—Glt	1905	Cumberland Bay, N.B.	60 2	22 1	5 6	53	A. Gale, *et al.*, Waterborough, N.B.
103,560	Loranzo	Montreal	Sloop	1896	St. François du Lac, Que.	106 7	23 2	8 0	118	E. Desmarais, St. François du Lac, Que.
112,040	Loranzo	Quebec	"	1902	Tadousac, Que	60 0	18 3	5 2	33	Geo. Lavoie, La Petite Rivière, St. François Xavier, Que.
74,256	Lord Dufferin	"	Barge—Chd	1873	Yamaska, Que	103 0	22 0	7 0	110	Alfred Charland, Yamaska, Que.
100,902	Lord Stanley	Chatham, N.B	Schr—Glt	1890	Caraquet, N.B.	35 0	12 4	4 5	10	R. Young, M.O., Caraquet, N.B.
93,156	Lord Templetown	Victoria	Bk—Bq	1886	Belfast, Ireland	282 9	40 1	24 0	2048	The Ship Lord Templetown Co., Ltd., Victoria, B.C.
86,540	Lord Wolsely	"	Barge—Chd	1883	"	308 2	42 9	25 1	2454	The Victoria & Vancouver Stevedoring Co., Ltd., Victoria, B.C.
121,816	Loren B. Snow	Digby	Schr—Glt	1906	Lunenburg, N.S.	89 8	24 6	10 0	85	Joseph E. Snow, Digoy, N S.
90,640	Lorena	Charlottetown	"	1886	Bay Fortune, Nfld.	32 8	12 4	4 5	15	John McLeod, *et al.*, Pugwash, N.S.
92,499	Lorena Jane	Windsor, N.S	"	1886	Cornwallis, N.S	34 0	14 0	5 1	11	Willard Coffill, Cornwallis, N.S.
....	Loretta Rooney	Kingston	"	1866	Storrington, Ont	91 7	23 7	8 3	156	F. H. Barnhardt, Deseronto, Ont.
116,349	Lorina	Arichat	"	1888	River Bourgeoise, N.S.	44 5	15 6	6 0	18	Wm. J. Levisconte, River Bourgeoise, N.S.
121,813	Loring B. Haskell	Digby	"	1884	Essex, Mass., U.S.A.	82 0	22 8	8 8	70	Frederick W. Peters, Summerside, P.E.I.
75,907	Lorne	Chatham, N.B.	"	1879	Bathurst, N.B.	43 0	14 4	5 6	19	W. S. Loggie Co., Ltd., Chatham, N.B.
80,998	Lorne	Guysboro'	"	1886	Isaac's Harbour, N.S.	63 6	20 6	7 3	51	Stephen McMillan, Isaac's Harbour, N.S.
83,290	Lorraine	Kingston	Sloop	1882	Kingston, Ont	81 0	18 6	5 7	63	John S. Phillips, Wolfe Island, Ont.
77,783	Lost Heir	St. John, N.B.	Schr—Glt	1880	Port Medway, N.S	40 9	13 5	6 0	15	Henry Alston, Lancaster, St. John Co., N.B.
85,676	Lettie	New Westminster	"	1881	New Westminster, B.C.	42 0	12 0	4 3	19	James Hart, Mud Bay, B.C.
83,316	Lottie	Port Medway	"	1885	Vogler's Cove, N.S	76 6	23 5	9 0	76	S. E. Teel, Vogler's Cove, N.S.
75,741	Lottie	Yarmouth	"	1875	Eel Brook, N.S.	38 0	12 5	4 9	12	H. McGrath, Granville, N.S.
100,835	Lottie B	Lunenburg	"	1894	Lunenburg, N.S	34 8	12 8	5 5	12	D. Boudrot, Dover, N.S.
122,105	Lottie G	Yarmouth	Sloop	1905	Clyde, N.S.	30 0	11 3	6 0	10	Vincent Brannen, Woods Harbour, N. S.
80,884	Lottie M.	St. Andrews	Schr—Glt	1881	St. Patrick, N.B.	37 7	14 6	5 7	16	Thomas Carter, Pennfield, N.B.
117,098	Lottie M. Beatrice	Arichat	"	1906	Half Island Cove, N.S.	39 0	13 3	6 3	17	Hiram Henderson, Half Island Cove, N.S.
96,966	Lottie S.	Shelburne	"	1890	Shelburne, N.S	51 0	18 0	7 3	42	John E. Shatford, Hubbard's Cove, N.S.

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107,072	Lottie W.	St. John, N.B.	Schr—Glt	1898	Westfield, N.B.	69 3	23 3	6 2	60	H. G. Smith and W. L. Harding, St. John, N.B.
167,819	Lotus	Peterborough	Barge—Chd	1889	Cobourg, Ont.	45 0	20 0	3 0	56	R. B. Rogers, Peterborough, Ont.
107,805	Lotus	St. John, N.B.	Schr—Glt	1899	Newcastle, N.B.	80 0	27 2	7 5	98	James R. Granville, St. John, N.B.
94,949	Louil	Yarmouth	Bgtn—Bkglt	1890	Shelburne, N.S.	109 0	26 6	11 1	187	Edgar K. Spinney, Yarmouth, N.S.
94,665	Louis Luby	Halifax	Schr—Glt	1889	Chezetcook, N.S.	59 8	19 0	7 6	41	John A. Neville and T. R. Wagner, Port Mouton, N.S.
59,925	Louis Lumina	Quebec	Barge—Chd	1869	Batiscan, Que.	98 3	23 0	5 7	82	A. A. Larceque, Sorel, Que.
83,426	Louisa	St. John, N.B.	Schr—Glt	1883	Port Gilbert, N.S.	40 0	13 5	5 6	16	B. Hargrove, Chance Harbour, N.B.
80,777	Louisa	Sarnia	"	1866	Swan Creek, Mich., U.S.A.	54 0	15 5	4 0	30	Amos Little, Wallaceburg, Ont.
116,583	Louisa A.	Liverpool	"	1900 1903	Sable River, N.S. Port Mouton	36 0	10 9	5 2	10	Reuben J. Cott, *et al.*, Port Mouton N.S.
117,100	Louisa Ellen	Arichat	"	1905	White Head, N.S.	35 0	10 5	6 0	11	Patrick Conway, White Head, N.S.
88,351	Louisa J. Selig	Gaspé	"	1884	Lunenburg, N.S.	80 0	23 6	9 3	99	Henry McCaull and Louis Wissie, Gaspé, Que.
83,402	Louisa Maud	Halifax	"	1882	Indian Harbour, N.S.	43 8	15 3	6 3	21	Wesley Crooks, Peggy's Cove, N.S.
80,614	Louise	Barrington	"	1881	Tusket Wedge, N.S.	79 0	23 0	8 8	85	C. D. Kendrick, M.O., Shag Harbour, N.S.
96,775	Louise	Port Hawkesbury	"	1894	Cheticamp, N.S.	38 0	11 5	5 3	11	P. Boudrot, Cheticamp, N.S.

92,338	Louise	Quebec	Schr—Glt	1886	Ste. Luce, Que.	40 0	13 4	4 6	14	A. Letellier, Quebec, Que.
111,550	Louise	Vancouver	Scow—Chd.	1901	Vancouver, B.C.	128 0	36 7	6 1	552	Frank W. Arnold, Dawson, Y.T.
122,098	Louise	Yarmouth	Sloop	1905	Pubnico, N.S.	30 0	11 4	6 0	10	Dason H. Longthorn, Woods Harbor, N.S.
43,451	Louise Anna	Quebec	Schr—Glt	1862	St. Thomas, Montmagny, Que.	66 6	19 8	8 2	59	Pierre Galarneau, Percé, Que.
92,349	Louisia	〃	〃	1888	Les Eboulements, Que	69 2	21 7	8 0	76	Francis Gagnon, Cap Chatte, Que.
69,619	Louisiana	〃	〃	1874	Grondines, Que	84 3	23 5	9 5	106	J. B. R. Thibaudeau, Portneuf, Que.
112,227	Louvima	St. John, N.B.	Sloop	1902	St. John, N.B.	40 3	13 1	6 4	15	F. J. Likely, St. John, N.B.
97,189	Lovisa	Windsor, N.S	〃	1891	Horton, N.S	180 5	37 2	18 5	880	Chas. DeW. Smith, M.O., Windsor, N.S.
72,335	Low Wood	St. John, N.B	Bk—Bq	1878	Portland, N.B	186 6	37 6	22 4	1091	Isaac Rodenheiser, Bridgwater, N.S.
96,889	Lower Traverse	Ottawa	Barge—Chd			92 6	21 8	11 6	142	The Minister of Marine and Fisheries, Ottawa, Ont.
111,634	Loyal	Lunenburg	Schr—Glt	1900	Mahone Bay, N.S.	94 5	25 0	9 6	99	Abraham Ernst, *et al.*, Mahone Bay N.S.
100,266	Luarca	Windsor, N.S	〃	1891	Horton, N.S	163 8	34 4	16 0	632	Chas. DeW. Smith, Windsor, N.S.
111,735	Lucania	Lunenburg	〃	1902	La Have, N.S	92 0	24 5	9 4	99	Reuben Romkey, *et al.*, La Have, N.S.
116,905	Lucille	Parrsboro'	〃	1906	Parrsboro', N.S	102 5	28 8	10 0	164	Harvey Randall, M.O., Parrsboro', N.S.
100,351	Lucina	Quebec	〃	1888	Ste. Emélie, Que	61 2	18 8	5 7	37	Alexander Trepanier, Château Richer, Que.
71,077	Lucinda Lozen	Amherstburg	〃	1869	New Baltimore, U.S.A.	56 6	16 7	5 0	33	John McCormick, Pelee Island, Ont.
103,872	Lucy	Montreal	Sloop	1897	Pierreville, Que	141 9	29 0	11 1	362	The Canadian Forwarding & Export Co., Ltd., Montreal Que.
103,330	Lucy	Port Hawkesbury	Schr—Glt	1901	Cheticamp, N.S.	36 9	11 6	5 6	11	Theophile Millet, Cheticamp, N.S.
103 718	Lucy	Yarmouth	〃	1898	Pubnico, N.S	32 0	10 8	5 0	10	A. D'Entremont, Pubnico, N.S.
116,210	Lucy A.	〃	〃	1903	Meteghan, N.S	55 0	15 2	8 4	32	John T. Therrio, Meteghan River, N.S.
92,473	Lucy Louise	Charlottetown	〃	1888	Egmont Bay, P.E.I.	37 7	14 3	6 5	19	J. Roach, Malpeque, P.E.I.
103,563	Lue	Montreal	Sloop	1896	St. Thomas, Que	86 5	21 5	5 1	58	P. Gill, St. Thomas, Que.
117,186	Luella	Chatham, N.B	〃	1905	Stonehaven, N.B.	88 3	24 0	8 6	99	F. J. Comeau, New Bandon, N.B.
103,420	Luetta	Lunenburg	Schr—Glt	1895	Lunenburg, N.S	86 2	24 0	9 5	98	W. J. Kennedy, Carbonear, Nfld.
92,552	Lulu	Montreal	Sloop	1881	Harlem, N.Y., U.S.A.	24 5	10 4	1 8	2	J. Morris, St. Lambert, Que.

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92,779	Lulu	New Westminster	Schr—Glt	1888	Seattle, Wash., U.S.A	31 0	12 4	4 0	16	G. McNamee and E. W. Bloomfield, Vancouver, B.C.
100,140	Lulu	Winnipeg	Barge—Cld	1892	Kenora, Ont	45 5	15 0	4 5	23	Jacob H. Henesy, Kenora, Ont.
103,435	Lumber	Ottawa	"	1894	Rockland, Ont	71 1	18 1	4 4	47	Alex. McLaren, Buckingham, Que.
80,632	Lumen	Yarmouth	Schr—Glt	1882	Tusket Wedge, N.S.	50 0	17 8	6 6	30	A. O. Porter, Tusket Wedge, N.S.
72,071	Lumen Diei	Arichat	"	1883	River Bourgeoise, N.S	44 4	15 3	6 0	20	Urbain Samson, River Bourgeoise, N.S.
66,011	Lumina	Quebec	"	1872	Cap. St. Ignace, Que	58 6	21 5	6 1	44	Adelard Fournier, St. Jean Port Joli, Que.
72,945	Lumina	"	"	1875	Malbaie, Que	51 0	18 1	7 4	37	Adelard Warren, Malbaie, Que.
85 963	Luta Price	St. John, N.B.	"	1882	Portland, N.B.	85 0	27 2	7 9	121	C. T. White and G.G. Seely, St. John, N.B.
100,256	Lutetia	Halifax	Sloop	1894	Dartmouth, N.S	29 2	7 3	5 1	4	John J. Jenney, Halifax, N.S.
96,789	Lydia A. Mason	"	Schr—Glt	1890	Tangier, N.S	54 3	17 7	7 5	39	Peter Mason, Tangier, N.S.
100,217	Lydia E.	"	"	1892	Jeddore, N.S	35 8	13 1	4 5	10	W. McC. Boak, Halifax, N.S.
116,899	Lydia L	Yarmouth	Sloop	1905	Plymouth, N.S	34 0	12 0	6 2	14	N. LeBlanc, Plymouth, N.S.
122,042	Lyla H	St. Andrews	"	1894	Shelburne, N.S	30 8	10 0	6 0	11	Owen Frankland, Grand Manan, N.B.
100,980	Lynx	Chatham, N.B	"	1888	Caraquet, N.B	35 6	12 4	5 0	11	C. Robin, Collas & Co., Ltd., Jersey.

85,296	Lys	Montreal	Sloop	1879	St. Thomas de Pierreville, Que.	82 0	20 0	3 6	36	A. Gervais, St. Louis, Que.
111,609	M. B., No. 2	New Westminster	Barge—Chd	1896	Vancouver, B.C.	65 0	20 0	5 0	60	McKenzie Bros., Ltd., Vancouver, B.C.
116,310	M. C. A.	Charlottetown	Schr—Glt	1906	Souris, P.E.I.	73 4	22 7	7 4	77	Cleophas Arseneau, House Harbor, Magdalene Island, Que.
107,306	M. D. S.	Windsor, N.S.	"	1900	Falmouth, N.S.	111 0	28 8	10 0	190	Alexander Watson, *et al.*, St. John, N.B.
111,947	M. & P.	New Westminster	Barge—Chd	1902	New Westminster, B.C.	85 0	26 0	7 6	135	Joseph Myers, M.O., New Westminster, B.C.
83,108	M. A. Franklyn	Halifax	Schr—Glt	1882	Clam Harbour, N.S.	36 7	14 3	5 8	22	D. Gerrior, Tor Bay, N.S.
111,440	M. A. Josey	"	"	1903	Spry Bay, N.S.	47 2	14 0	6 0	17	G. C. Hart, Halifax, N.S.
88,596	M. A. Louis	Yarmouth	"	1885	Pubnico, N.S.	71 5	21 5	7 8	64	Simon Boutilier, Seabright, N.S.
121,902	M. A. Nickerson	Barrington	"	1906	Shelburne, N.S.	59 0	17 5	7 3	37	William H. Kenny, M.O., Clark's Harbour, N.S.
107,571	M.B. & Co. No. One	Lindsay	Barge—Chd	1892	Bobcaygeon, Ont.	86 6	20 0	5 0	87	Mossom M. Boyd, Bobcaygeon, Ont.
107,572	M.B. & Co. No. Two	"	"	1890	"	88 0	22 4	5 0	99	" " "
107,573	M.B. & Co. No. Three	"	"	1892	"	80 7	24 6	5 0	100	" " "
107,574	M.B. & Co. No. Four	"	"	1890	"	70 0	21 7	5 0	76	" " "
103,971	M. C. No. 3	Quebec	"	1896	Quebec, Que.	86 0	29 2	7 6	130	M. Connolly, Quebec, Que.
103,972	M. C. No. 4	"	"	1896	"	86 0	29 2	7 6	130	" "
75,809	M. E. Dooks	Halifax	Schr—Glt	1877	Jeddore, N.S.	53 3	18 7	8 0	44	Alex. Routledge, Sheet Harbour, N.S.
116,710	M. Elvina C.	Quebec	"	1904	St. Fabien, Que.	52 8	19 3	7 3	47	Thos. Bois, Malbaie, Que.
121,903	M. F. Atwood	Barrington	Sloop	1906	Clark's Harbour, N.S.	34 0	13 3	6 3	15	James Kenney Co., Ltd., Clark's Harbour, N.S.
116,302	M. J. Butler	Charlottetown	Dredge—drague	1901	River John, N.S.	102 5	20 8	7 3	459	M. J. Haney, Toronto, Ont.
111,676	M. J. Taylor	Parrsboro'	Schr—Glt	1901	Spencer's Island, N.S.	150 5	33 6	12 7	377	John S. Bagnall, *et al.*, Charlottetown, P.E.I.
97,022	M. & L. Chase	Digby	"	1866	Kennebunk, Me., U.S.A.	69 9	19 7	6 6	46	Edwin Hooper, Hamilton, Bermuda, B.W.I.
61,428	Mab	Chatham, N.B.	"	1873	Shippegan, N.B.	36 0	12 2	4 1	13	H. O'Leary, Richibucto, N.B.
116,977	Mabel	"	"	1905	"	38 0	13 4	5 0	16	The W. S. Loggie Co., Ltd., Chatham, N.B.

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85,687	Mabel	Digby	Schr—Glt	1883	Digby, N.S.	59 4	17 7	6 7	38	Sidney Blenkhorn, Westport, N.S.
83,293	Mabel	Kingston	Sloop	1883	Dog Lake, Ont.	87 8	19 0	5 3	59	Wm. Jones, Belleville, Ont.
103,173	Mabel	Shelburne	Schr—Glt	1894	Lockeport, N.S.	53 3	15 4	7 2	21	Geo. Savoy, Chatham, N B.
100,564	Mabel	Sydney	"	1892	Mahone Bay, N.S.	120 7	25 8	12 9	247	Dominion Coal Co., Ltd., Montreal, Que.
116,658	Mabel A.	Yarmouth	Sloop	1904	Pubnico, N.S.	40 0	12 6	6 6	15	Chas. C. D'Entrement. Pubnico, N.S.
100,487	Mabel B.	Digby	Schr—Glt	1892	Lunenburg, N.S	58 3	21 0	8 6	57	Handford Outhouse, Tiverton, N.S.
107,914	Mabel B.	St. Andrews	Sloop	1890	Grand Manan, N.B.	29 0	10 5	4 6	9	Webster Cosseboom, Grand Manan, N.B.
121,880	Mabel C	Yarmouth	"	1905	Cape Island, N.S.	32 0	10 6	6 0	10	Angus Nickerson, Cape Island, N.S
103,796	Mabel Denvers	Shelburne	Schr—Glt	1890	North East Harbour, N.S.	32 0	13 3	6 0	14	Alexander Smith, Cape Negro, N.S.
107,704	Mabel G.	Toronto	House-boat	1899	Penetanguishene, Ont.	50 0	20 6	3 0	82	W. M. Thompson, Penetanguishene, Ont.
116,533	Mabel H.	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	67 2	21 4	8 6	64	D. Heisler, M.O., Lunenburg, N.S.
122,140	Mabel L.	Yarmouth	Sloop	1906	Barrington, N.S.	50 0	10 6	6 0	10	Harry Banks, Shag Harbour, N.S.
85,458	Mabel M.	Quebec	Barge—Cld	1883	Iberville, Que.	103 0	23 5	7 6	129	Jos. Mochon, Iberville, Que.
107,605	Mabel M.	Weymouth	Schr—Glt	1900	Mavillette, N.S	30 0	12 8	6 0	20	Edison Ellis, M.O., Port Maitland, N.S.

90,641	Mabel R. H	Yarmouth	Schr—Glt	1885	Yarmouth, N.S.	60 5	13 5	7 0	38	John Hipson, Shelburne, N.S.
112,315	Mabel T.	St. Andrews	"	1903	West Isles, N.B.	32 2	13 6	6 2	13	Fred. W. Tewksbury, West Isles, N.B.
121,799	Mabel V	Yarmouth	Sloop	1904	Cape Island, N.S.	31 0	10 6	6 0	10	D. V. Smith, Cape Island, N.S.
112,154	Mac	Chatham, N.B	Schr—Glt	1902	Miscou, N.B.	31 0	12 0	4 8	11	John M. Ward, Miscou Centre, N.B.
121,718	McB. No. 1	Vancouver	Scow—Chd	....	Vancouver, B.C.	74 0	26 0	6 3	73	Thomas G. McBride, Vancouver, B.C.
107,584	McD. & C., No. One	Lindsay	Barge—Chd	1897	Lindsay, Ont.	66 5	18 3	5 0	61	John Carew, Lindsay. Ont.
107;585	McD. & C., No. Two	"	"	1897	"	62 6	18 1	4 8	54	" "
107,937	McW. No. 1	New Westminster	"	1898	New Westminster, B.C.	40 0	12 0	4 0	19	Dan'l McWilliams, WestHam Islands, B.C.
....	McCarthy	Montreal	"	1871	Sorel, Que	124 9	23 1	10 0	254	Montreal Transportation Co., Ltd., Montreal, Que.
100,704	McClure	Picton, N.S	Schr—Glt	1900	Tatamagouche. N.S.	104 4	27 1	10 8	191	David McClure, Montague, P.E.I.
117,152	McDowell No. 3	New Wesnminster	Barge—Chd	1902	Vancouver, B.C	68 0	23 0	6 6	102	John McDowell, Vancouver, B.C.
100,991	McMahon	Chatham, N.B.	Schr—Glt	1888	Caraquet, N.B.	35 0	12 6	4 8	11	P. Rive, Caraquet, N.B.
121,691	Maccabee	Yarmouth	Sloop	1904	Port Maitland, N.S.	34 0	10 3	5 5	10	Edison Ellis, M.O., Port Maitland, N.S.
72,340	Macedon	St. John, N.B.	Ship—3 m	1878	St. John, N.B.	210 9	39 2	24 4	1453	S. C. Corey, M.O., Cardiff, Wales.
88,237	Madcap	Brockville	Sloop	1888	Rockport, Ont	52 6	15 5	3 5	20	Jos. Dewsberry, Belleville, Ont.
107,120	Madeira	Lunenburg	Schr—Glt	1898	Lunenburg, N.S.	98 8	25 0	9 6	99	T. Creaser, *et al.*, La Have, N.S.
116,919	Madeline	Liverpool	Sloop	1906	Brooklyn, N.S	44 0	13 6	7 0	16	Grafton Godfrey, Brooklyn, N.S.
83,384	Madeline	Toronto	"	1882	Bronté, Ont	69 0	18 5	5 1	39	Geo. Parker, M.O., Dunbarton, Ont.
121,676	Madeline	Vancouver	"	....	Seattle, Wash., U.S.A.	25 0	9 0	4 0	7	A. E. Austin, Vancouver, B.C.
121,896	Madeline Frances Louise	Shelburne	"	1906	Shelburne, N.S.	37 0	13 0	5 7	13	Chester L. Guptill, Grand Harbour, N.B.
96,866	Madge	Prescott	Barge—Chd	1897	Toronto, Ont	130 0	27 0	11 0	335	The Canada Sugar Refining Co., Ltd., Montreal, Que.
85,403	Madona	Magdalen Islands	Schr—Glt	1905	Magdalen Islands, Que.	41 5	14 8	6 2	21	A. C. Arseneault, House Harbour, M.I., Que.
107,410	Madona	Montreal	Sloop	1899	Sorel, Que	120 2	25 4	10 7	258	Charles Mongeau, Ste. Anne de Sorel, Quebec, Que.
64,917	Magenta	Liverpool	Schr—Glt	1873	Pomquet, N.S	41 5	14 9	6 4	20	Samuel Dexter, *et al.*, Brooklyn, N.S.
116,480	Maggie	Chatham, N.B	"	1902	Caraquet, N.B	34 0	12 0	4 6	10	John Paulin, Caraquet, N.B.

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88,570	Maggie	Kingston	Barge—Chd	1869	Garden Island, Ont.	166 4	26 4	11 8	415	Alexander Laplante, Lachine, Que.
90,475	Maggie	Maitland	Schr—Glt	1888	Noel, N.S.	51 9	17 0	6 2	34	Charles N. Hines, Noel, N.S.
117,094	Maggie Alice	Arichat	"	1905	Port Felix, N.S.	36 0	12 1	5 7	11	P. Cashin, M.O., Port Felix, N.S.
107,061	Maggie Alice	St. John, N.B.	"	1897	Range, N.B.	65 0	23 2	5 7	51	M. McKill, Greenwich, N.B.
107,316	Maggie B.	Halifax	"	1899	West Chezetcook, N.S.	46 5	16 2	5 9	25	J. M. Meisnor, M. O., East Chezetcook, N.S.
112,018	Maggie Bell	Canso	"	1902	Half Isld. Cove, N.S.	45 5	14 5	8 0	26	Chas. S. Horton, Half Isld. Cove, N.S.
89,968	Maggie Bell	Halifax	"	1881	George River, N.S.	59 3	20 5	8 0	16	Mrs. E. B. Dauphine, French Village, N.S.
90,874	Maggie Bell	Yarmouth	"	1886	Melbourne, N.S.	41 0	14 0	4 8	10	D. Surette, Melbourne, N.S.
116,516	Maggie Belle	Lunenburg	Bgtn—Bkglt.	1904	Mahone Bay, N.S.	99 5	25 8	10 0	99	Abraham Ernst, M.O., Mahone Bay, N.S.
100,580	Maggie E. C.	"	Schr—Glt	1893	"	41 8	15 5	6 1	20	Walter Mitchell, Halifax, N.S.
107,377	Maggie Ella	Sydney	"	1901	Cape North, N.S.	38 3	12 2	5 3	11	Timothy Donavan, Cape North, N.S.
116,350	Maggie F.	Arichat	"	1904	River Bourgeoise, N.S.	37 7	13 9	6 0	15	Wm. J. Leviscomte, River Bourgeoise, N.S.
80,921	Maggie Jane	Charlottetown	"	1880	West Cape, P.E.I.	55 8	17 2	6 2	36	John D. Lavie, Souris, P.E.I.
92,514	Maggie Jane	St. Andrews	"	1879	Back Bay, N.B.	29 4	10 5	5 0	10	Alex. McNichol, St. George, N.B.

88,277	Maggie Jane	St. John, N.B.	Schr—Glt	1883	Beaver Harbour, N.B.	37 4	13 2	5 2	18	Thos. Bright, Pennfield, N.B.
85,539	Maggie Jane	Yarmouth	″	1883	Mavilette, N.S.	40 2	12 3	5 1	12	Wm. Robbins, Port Maitland, N.S.
96,902	Maggie L.	Kingston.	″	1889	Picton, Ont.	67 0	17 4	5 2	42	Richard La Rush, Kingston, Ont.
77,958	Maggie M	Annapolis Royal	″	1880	Granville, N.S	44 2	15 2	5 6	16	P. Zwicker, Clements, N.S.
116,231	Maggie M	Digby	Sloop.	1904	Margaretsville, N.S	32 5	12 0	5 2	11	R. A. McGrannahan, Margaretsville, N.S.
111,424	Maggie M	Halifax	Schr—Glt	1902	Mahone Bay, N.S.	40 8	10 7	5 6	13	Jas. Marryatt, Pennant, N.S.
107,995	Maggie M. F.	Canso	″	1900	Queensport, N.S	41 0	12 4	6 9	15	James Fitzgerald, Queensport, N.S.
97,100	Maggie M. W	Lunenburg	″	1891	Lunenburg, N.S	77 5	23 5	8 8	89	Thomas R. Pettipas, Bay of Islands, Nfld.
74,155	Maggie McBeath	Charlottetown	″	1876	Buctouche, N.B.	48 6	15 6	6 2	26	Jas. P. Thompson, Campbellton, N.B.
61,400	Maggie May	Chatham, N.B.	″	1872	Tracadie, N.B	38 5	13 5	4 9	13	Frank J. Gatain, Bathurst, N.B.
96,805	Maggie May	Halifax	″	1891	Chezetcook, N.S	62 6	21 0	9 0	62	Jeremiah Fillis, *et al.*, Chezetcook, N.S.
116,733	Maggie May	″	″	1904	Mahone Bay, N.S	39 8	14 3	6 5	17	Francis J. Fleming, M.O., Ketch Harbour, N.S.
83,488	Maggie Millard	Sydney	″	1883	Liverpool, N.S	86 6	23 8	10 0	112	Robert J. Ormiston, M.O., Gabarouse, N.S.
92,364	Maggie Miller	St. John, N.B.	″	1887	Waterborough, N.B.	77 5	26 8	7 0	93	Joseph A. Hawes, Parrsboro', N.S.
116,655	Maggie P.	Yarmouth.	″	1902	Meteghan, N.S.	31 0	11 6	4 0	8	Stillman Crowell, Clarke's Harbour, N.S.
77,754	Maggie Page	Shelburne	Bgtn—Bkglt	1879	Port Le Bert, N.S	86 0	24 0	9 4	110	John Peters, Halifax, N.S.
74,368	Maggie Roach	Richibucto	Schr—Glt	1877	Sable River, N.S.	58 4	20 1	7 0	44	Francis Weston, *et al.*, Richibucto, N.B.
72,253	Maggie S	St. John, N.B	″	1876	St. Martin's N.B.	79 0	26 0	7 5	83	Caleb Reed, Rockport, N.B.
88,216	Maggie Smith	Halifax	″	1882	Chezetcook, N.S	40 2	14 6	5 7	15	J. N. Pettipas, Bay of Islands, Nfld.
83,173	Maggie Smith	Port Hawkesbury	″	1881	Summerside, P.E.I.	76 8	22 7	8 8	83	L. F. Hill, Dartmouth, N.S.
111,435	Maggie Wilson	Halifax	″	1902	Shelburne, N.S.	58 0	17 5	7 8	36	Edward V. Dempsey, Halifax, N.S.
116,915	Maggie and Esther	Liverpool.	″	1905	Port Mouton, N.S	42 0	12 0	5 0	11	R. J. Colp and S. H. Colp, Port Mouton, N.S.
77,739	Magic	Digby	″	1879	Westport, N.S	49 3	16 3	6 1	27	B. Hovey, *et al.*, Westport, N.S.
85,401	Magno	Amherst, M.I.	″	1902	Pointe Basse, Que	55 7	17 1	6 8	52	Alex. C. Arseneau, Alright Island, M.I., Que.
103,552	Magnum	Montreal	Sloop.	1895	Pierreville, Que	86 8	21 7	5 4	76	Severe Larosei, St. Thomas de Pierreville, Que.

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116,922	Magog	Victoria	Barge—Chd	1904	Victoria, B.C.	95 0	30 3	6 8	132	The Pacific Towing & Lighterage Co., Ltd., Victoria, B.C.
116,524	Mahone Packet	Lunenburg	Schr—Glt	1905	Mahone Bay, N.S.	74 8	23 2	8 8	78	C. U. Mader, M.O., Mahone Bay, N.S
97,055	Maid of the Mist	Liverpool	"	1893	Liverpool, N.S.	69 0	19 6	7 7	58	John Millard, Liverpool, N.S.
112,112	Maimie Dell	Lunenburg	"	1903	Mahone Bay, N.S.	92 0	24 8	9 6	98	Chas. U. Mader, Mahone Bay, N.S.
74,339	Maitland	Parrsboro'	"	1877	Green Cove, N.S.	62 0	19 0	7 2	45	R. A. Hatfield, *et al.*, Port Greville, N.S.
116,548	Maize	Kingston	"	1856	....	136 8	25 4	11 0	294	Wm. G. Matthews, Lakeport, Ont.
100,955	Majestic	Chatham, N.B	"	1892	Caraquet, N.B	36 0	12 9	4 5	10	W. S. Loggie Co., Ltd., Chatham, N.B.
96,779	Majestic	Port Hawkesbury	"	1894	Cheticamp, N.S.	35 0	11 8	5 3	12	The C. Robin Collas Co., Ltd., Halifax, N.S.
111,558	Majestic	St. Andrews	Sloop	1902	Grand Manan, N.B.	28 6	12 4	5 0	12	Wm. Flewelling, Grand Manan, N.B.
94,775	Malabar	St. John, N.B	Schr—Glt	1888 1905	Lunenburg, N.S. St. John, N.B	77 8	23 5	8 8	100	John L. Read, Summerside, P.E.I.
75,650	Malta	St. Catharines	Schr—Glt	1868	St. Catharines, Ont	137 5	23 5	8 2	198	Mrs. Mary M. Blodgett, Windsor, Ont.
103,558	Malvina	Montreal	Barge—Chd	1896	Yamaska, Que.	109 2	23 4	22 5	107	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,309	Malwa	Windsor, N.S.	Bktn—Bkglt.	1901	Black River, N.S.	165 2	35 0	13 3	540	F. C. Lockhart, New York, N.Y., U.S.A.
96,867	Mamie	Prescott	Barge—Chd	1897	Montreal, Que.	129 4	28 0	11 2	370	The St. Lawrence Terminal Co., Ltd., Quebec, Que.

96,887	Manicougan	Ottawa	Barge—Chd	....		92 6	21 8	12 0	143	The Minister of Marine and Fisheries, Ottawa, Ont.
83,286	Manitoba	Kingston	"	1882	Bedford Mills, Ont.	103 0	17 2	5 6	75	Benjamin Tett, Bedford Mills, Ont.
75,435	Manitoba	Ottawa	"	1872	Fort Ann, U.S.A.	87 5	14 8	6 8	80	Adam Foster, Smith's Falls, Ont.
116,523	Mankato	Lunenburg	Schr—Glt	1905	Bridgewater, N.S.	73 8	22 6	9 0	76	S. Walters, M.O., La Have, N.S.
121,995	Manoa	"	"	1906	Mahone Bay, N.S.	60 8	15 5	8 7	34	Herbert B. Ames, Montreal, Que.
61,510	Mansinnato	Shelburne	"	1869	Pubnico, N.S.	67 0	20 0	7 8	50	Albert Pride, Sonora, N.S.
....	Maple Leaf	Amherstburg	"	1871 1890	Toledo, Ohio, U.S.A.	47 7	14 0	5 0	28	Wm. Berry, Port Stanley, Ont.
116,829	Maple Leaf	Barrington	Sloop	1902	Cape Island, N.S.	30 5	11 9	6 2	11	Henry A. Penney, Cape Island, N.S.
112,158	Maple Leaf	Chatham, N.B.	Schr—Glt	1903	Shippegan. N.B.	38 0	13 0	5 5	13	Wm. Fruing & Co., Ltd., Jersey.
116,237	Maple Leaf	Digby	Sloop	1905	Westport, N.S	33 6	11 3	5 6	10	H. P. Denton, Westport, N.S.
103,511	Maple Leaf	Gaspé	Schr—Glt	1903	Malbaie, Que.	37 3	12 4	5 2	13	William Chicoine, Malbaie, Que.
111,721	Maple Leaf	Lunenburg	"	1901	Chester Basin, N.S.	120 1	30 0	11 0	199	S. W. Oxner, *et al.*, Lunenburg, N.S.
116,538	Maple Leaf	"	"	1905	Lunenburg, N.S.	52 2	15 2	7 5	26	M. Rhodenizer, M.O., Lunenburg, N.S.
107,567	Maple Leaf	Parrsboro'	"	1900	Spencer's Island, N.S.	91 8	25 1	7 8	98	H. E. Mosher, Parrsboro', N.S.
94,800	Maple Leaf	Richibucto	"	1902	Welford, N.B.	48 0	15 0	5 0	21	Christina E. Fraser, Rexton, N.B.
107,540	Maple Leaf	St. Andrews	Sloop	1892	St. John, N.B	32 8	11 8	5 4	10	Howard Rigby, St. Andrews, N.B.
112,136	Maple Leaf	Shelburne	Schr—Glt	1903	Sable River, N.S.	65 0	20 5	8 4	48	Hugh McAlpine, Lockeport, N.S.
92,430	Maple Leaf	Toronto	"	1886	Bronté, Ont.	70 0	18 5	5 4	59	Richard Goldring, M.O., Toronto, Ont.
92,709	Maple Leaf	Winnipeg	Barge—Chd	1890	Fort Frances, Ont.	62 0	14 6	5 5	34	Walter Ross, Kenora, Ont.
111,421	Maple-leaf	Halifax	Schr—Glt	1901	Bickerton, N.S.	48 2	15 4	7 5	25	Eli Baker, Lower East Jeddore, N.S.
75,844	Marcella	"	"	1878	Bay St. George, Nfld.	48 5	17 9	6 9	32	Wm. Hulan, Bay St. George, Nfld.
69,169	Marcella Butler	"	"	1874	River Bourgeoise, N.S.	56 4	18 2	7 6	38	Christopher McDonald, jun., Boylston, N.S.
100,718	Marchioness	Montreal	Catboat	1891	Fairhaven, U.S.A	16 3	8 0	2 9	2	R. Campbell Nelles, Montreal, Que.
112,017	Marconi	Canso	Schr—Glt	1902	Port Clyde, N.S.	70 0	20 2	8 2	55	Chas. Lohnes, Canso, N.S.
112,344	Marconi	Liverpool	Bgtn—Bkglt	1902	Liverpool, N.S.	115 6	29 8	11 1	199	J. C. Le Quesne, *et al.*, Paspebiac, Que.

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116,978	Margaret	Chatham, N.B.	Schr—Glt	1905	Shippegan, N.B.	40 0	13 1	5 4	16	The W. S. Loggie Co., Ltd., Chatham, N.B.
103,117	Margaret	St. Andrews	"	1866	Gloucester, Mass., U.S.A	59 0	18 2	7 0	49	J. S. Clerk, St. George, N.B.
111,811	Margaret	Vancouver	Scow—Chd.	1901	Vancouver, B.C.	129 6	36 7	6 1	556	James A. Williams, Dawson, Y.T.
121,888	Margaret	Yarmouth	Sloop.	1905	Cape Island, N.S.	31 0	11 0	6 0	10	Bryant Newell, Cape Island, N.S.
112,163	Margaret Ann	Chatham, N.B.	Schr—Glt	1903	Lemeque, N.B.	37 0	13 3	5 3	13	John Jones, Little Lameque, N.B.
116,519	Margaret E. Schwartz	Lunenburg	"	1905	Lunenburg, N.S.	95 6	25 4	10 4	98	J. H. Schwartz, M.O., Lunenburg, N.S.
112,322	Margaret G.	Parrsboro'	"	1902	Port Greville, N.S	138 9	32 2	11 1	299	Hugh Gillespie, *et al.*, Parrsboro', N.S.
38,506	Margaret Jane	Arichat	"	1869	Port Richmond, N.S	53 4	18 2	6 7	42	R. B. Noble, Richibucto, N.B.
75,640	Margaret Jane Leeson.	St. Catharines	Scow—Chd.	1879	Merritton, Ont	113 8	24 9	7 1	148	Joseph Battle, Thorold, Ont.
88,514	Margaret L.	Sydney	Schr—Glt	1885	Big Harbour, N.S.	93 0	25 0	11 8	169	Murdock McLeod, Baddeck, N.S.
122,241	Margaret Leonard	St. Andrews	"	1870	Boston, Mass., U.S.A.	58 0	17 4	6 8	37	Simon Brown, Wilson's Beach, N.B.
111,909	Margaret May.	Arichat	"	1899	Canso, N.S.	36 4	10 1	5 1	12	J. Kavanagh, Canso, N.S.
107,296	Margaret May Riley.	Annapolis Royal	"	1900	Granville, N.S.	123 5	30 5	11 2	241	F. W. Pickels and A. D. Mills, Annapolis Royal, N.S.
121,998	Margaret S.	Lunenburg	"	1906	Mahone Bay, N.S.	66 0	20 6	8 0	63	John Schmeisser, M.O., LaHave, N.S.

107,479	Marguerite	Digby	Schr—Glt	1900	Digby, N.S	40 0	15 3	6 5	24	F. A. MacDonald and H. J. Thorpe, Scott's Bay, N.S.
100,728	Marguerite	Montreal	Sloop	1888	Booth Bay, Me., U.S.A.	21 8	8 0	3 0	3	Fred. L. Barlow, Montreal, Que.
111,894	Marguerite	Weymouth	Schr—Glt	1904	Grosses Coques, N.S.	97 0	24 8	8 0	98	Theophilus Le Blanc, Grosses Coques, N.S.
107,337	Marguerite	Yarmouth	"	1900	Meteghan River, N.S.	70 2	20 1	8 1	57	Parker Eakins Co., Ltd., *et al.*, Yarmouth, N.S.
103,712	Marguerite	"	Sloop	1897	Pubnico, N.S	35 0	11 9	5 4	10	F. Brannen, Woods Harbour, N.S.
88,463	Maria	Arichat	Schr—Glt	1892	Petite de Grat, N.S	37 9	14 0	5 7	14	H. McDonald, Glace Bay, N.S.
61,373	Maria	Chatham, N.B	"	1870	Escuminac, N.B	50 0	17 0	7 2	28	W. S. Loggie Co. Ltd., Chatham, N.B.
75,899	Maria	"	"	1878	Richibucto, N.B	36 0	13 8	5 2	16	H. O'Leary, Richibucto, N.B.
103,622	Maria	Quebec	Sloop	1896	Isle aux Grues, Que	33 4	13 0	4 2	11	G. Normand, Isle aux Grues, Que.
103,990	Maria	"	Schr—Glt	1897	Isle aux Coudres, Que	56 0	17 6	6 5	40	J. Boudreault, Moïsie River, Que.
112,033	Maria	"	"	1902	Manicouagan, Que	44 4	16 4	5 4	23	Louis Pagé, Manicouagan, Que.
116,702	Maria	"	Sloop	1903	St. Jean Deschaillons, Que	56 3	17 9	4 8	27	Ernest Hamel, St. Jean Deschaillons, Que.
103,532	Maria A	Halifax	Schr—Glt	1895	Smith's Cove, N.S	42 2	13 3	5 9	22	John Walker, Basin River Inhabitants, N.S.
55,863	Maria Adelmina	Quebec	"	1866	Bic, Que	37 6	14 0	5 0	13	Jos. Harvey, Isle aux Coudres, Que.
55,893	Maria Annette	Port Hope	"	1867	Quebec, Que	125 0	25 3	9 5	196	R. Henning, Port Hope, Ont.
61,392	Maria Catharina	Chatham, N.B	"	1872	Tracadie, N.B	77 5	23 3	8 9	88	A. B. Crosby, Halifax, N.S.
92,339	Maria Decora	Quebec	"	1887	St. Jean de Chicoutimi, Que.	54 8	17 2	7 0	37	C. Savard, St. Fulgence, Que.
83,349	Maria Elizabeth	"	"	1881	Kegaska, Que	43 0	15 6	5 9	18	Thos. Denniss, Kegaska, Que.
111,615	Maria Stella	"	"	1901	St. Fulgence, Que	68 8	21 5	7 0	61	Gédéon Lajoie, St. Fulgence, Que.
85,742	Maria Stella	"	Sloop	1883	St. Jean, Isle d'Orléans, Que.	40 2	15 2	5	19	J. Tremblay, Tadousac, Que.
116,851	Mariana	Shelburne	Schr—Glt	1905	Sable River, N.S	62 4	18 5	6 7	33	W. McMillan, M.O., Lockport, N.S.
107,779	Marie	Chatham, N.B	"	1900	Shippegan, N.B	40 4	13 2	5 6	15	Gaspard Savoy, Shippegan, N.B.
72,100	Marie	"	"	1876	"	33 0	11 2	4 6	11	O. Chiasson, Shippegan, N.B.
92,403	Marie	"	"	1885	Grand Anse, N.B	50 1	16 2	5 4	25	Joseph U. Landry, Grande Anse, N.B.
96,771	Marie	Port Hawkesbury	"	1892	Cheticamp, N.S	33 3	10 6	5 0	10	X. Roach, Cheticamp, N.S.

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100,853	Marie	Quebec	Sloop	1892	Tadousac, Que	62 0	19 9	5 6	42	P. Guérin, Mille Vaches, Que.
111,630	Marie	"	"	1901	Bay St. Paul, Que	51 6	19 8	4 8	25	Edward Lavoie, Bay St. Paul, Que.
69,581	Marie	"	"	1871	St. Antoine, Que	53 6	12 9	4 3	16	Isaïe Côté, St. Antoine de Tilly, Que.
92,752	Marie Adela	"	Schr—Glt	1888	Les Escoumains, Que	58 6	22 0	6 9	55	Lazare Michaud, Trois Pistoles, Que.
66,024	Marie Adélaide	"	"	1872	Pointe aux Trembles, Que	51 2	14 9	5 5	29	F. C. Bouliamne, Bon Désir, Que.
69,630	Marie Adéle	"	"	1871	Grondines, Que	108 0	23 0	9 9	149	Olivier Rivard, Grondines, Que.
75,877	Marie Alice	Picton, N.S.	"	1879	Shediac, N.B.	36 7	13 5	4 6	13	P. Porrier, Shediac, N.B.
103,983	Marie Alice	Quebec	"	1897	Ste. Croix, Que	70 0	21 4	5 9	53	Louis Delisle, Ste. Croix, Que.
116,229	Marie Almanda	"	"	1903	Ile aux Coudres, Que	64 2	18 0	6 9	44	Thomas Simard, St. Alphonse, Que.
107,236	Marie Alphonsine	"	"	1897	St. Michel, Que	32 8	10 5	4 4	10	P. Vézina, St. Michel de Bellechasse, Que.
66,061	Marie Alvina	"	"	1872	Mille Vaches, Que	57 0	18 0	8 0	49	Honoré Tremblay, Malbaie, Que.
107,671	Marie Ange	"	"	1899	St. Fulgence, Que	73 6	22 2	8 2	87	Flavien Bouliane, Les Escoumains, Que.
112,034	Marie Ange	"	"	1902	Ste. Croix, Que	76 2	23 0	7 2	75	Joseph Chartier, Cacouna, Que.
111,621	Marie Anna	"	"	1901	Isle aux Coudres, Que	49 6	16 7	5 8	27	Chas. Gagné, sr., Metis Que.

111,624	Marie Anna	Quebec	Schr—Glt	1901	Natashquan, Que.	51 0	16 4	6 4	31	Paul Landry, Natashquan, Que.
66,034	Marie Anna	„	„	1872	St. Irenée, Que.	82 4	22 0	10 0	116	Joseph Bergeron, Les Eboulements, Que.
103,135	Marie Anna	„	„	1886	La Romaine, Que.	33 6	11 6	4 8	11	H. Bilodeau, St. Thomas de Montmagny Que.
69,380	Marie Anne	„	„	1875	Esquimaux Point, Que.	54 2	17 0	6 8	36	A. Letellier, Quebec, Que.
69,622	Marie Anne	„	„	1874	Malbaie, Que.	48 8	17 2	6 8	31	Horace Duchaine, St. Irenée, Que.
69,653	Marie Anne	„	„	1874	Cap Chatte, Que.	49 8	17 0	6 5	26	Henry Belley, St. Siméon, Que.
77,871	Marie Anne	„	„	1878	Baie St. Paul, Que.	65 7	21 0	8 9	77	J. T. Holliday, Quebec, Que.
107,227	Marie Anne	„	„	1897	Château Richer, Que.	80 0	21 0	7 0	75	W. Patry, Château Richer, Que.
107,239	Marie Anne	„	„	1894	Caribou Islands, Que.	32 4	11 7	4 8	12	I. T. Comeau, Caribou Islands, Que.
103,627	Marie Anne	„	„	1895	Les Ecureuils, Que.	43 6	13 2	3 8	14	Isidore Godin, Les Ecureuils, Que.
80,766	Marie Anne	„	„	1881	St. Irenée, Que.	38 5	14 0	5 1	17	Thos. Minville, St. Thomas de Montmagny, Que.
92,340	Marie Anne	„	„	1887	Cap Chatte, Que.	58 8	19 8	8 6	61	L. A. Boivin, Cap Chatte, Que.
97,130	Marie Anne	„	„	1891	Ste. Croix, Que.	90 0	22 1	7 9	108	X. Boisvert, Ste. Croix, Que.
103,365	Marie Anne	„	„	1894	Murray Bay, Que.	64 4	19 0	7 1	59	F. Tremblay, St. Siméon, Que.
121,663	Marie Anne	„	„	1905	St. Simeon, Que.	68 4	19 7	7 5	59	Wm. Bouchard, St. Siméon, Que.
111,616	Marie Antoinette	„	„	1901	St. Fulgence, Que.	61 2	20 8	6 4	46	Hidalla and Eucharlste Lavoie, Baie, St. Paul, Que.
80.760	Marie Apoline	„	„	1881	Baie St. Paul, Que.	54 2	18 4	7 0	43	Mrs. Sophronie Pouliot, Fraserville, Que.
66,053	Marie Arthémise	„	„	1870	Rivière du Loup, Que.	46 6	12 8	5 6	22	Onésime Bélanger, Kamouraska, Que.
83,342	Marie Arthémise	„	„	1881	Baie St. Paul, Que	35 9	13 5	5 2	18	Jude Harvey, Isle aux Coudres, Que.
92,764	Marie Bertha	„	„	1887	Cacouna, Que.	44 0	14 8	6 0	22	Firmin Paradis, Cacouna, Que.
116,218	Marie Blanche	„	„	1903	Les Eboulements, Que.	47 6	16 9	5 2	21	Antoine Fournier, St. Roch des Aulnaies, Que.
88,320	Marie Blanche	„	„	1885	St. Siméon, Que.	54 0	17 2	6 8	40	A. Roy dit Desjardins, St. Germain, Que.
72,082	Marie C. Josephine	Chatham, N.B.	„	1875	Madisco, N.B.	34 0	12 3	4 3	13	E. Godin, Madisco, N.B.
80,724	Marie Caroline, Etoile de Mer.	Quebec	„	1879	Ste. Anne de la Pocatière, Que.	46 7	15 1	6 6	26	Auguste Lafrance, Ste. Anne de la Pocatière, Que.
103,278	Marie Célia	Chatham, N.B.	„	1891	Bathurst, N.B.	37 0	12 5	5 2	13	Pat. D. Blanchard, Caraquet, N.B.

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53,850	Marie Celina	Quebec	Schr—Glt	1866	St. Jean Port Joli, Que.	55 0	16 9	7 4	38	Louis Bois, St. Siméon, Que.
111,500	Marie Clarisse	"	"	1901	Isle aux Coudres, Que.	46 0	14 6	5 4	21	Narcisse Degagne, Isle aux Coudres, Que.
103,136	Marie Claude	"	"	1894	Sandy Bay, Que.	43 4	14 7	5 4	21	Joseph Tremblay Les Eboulements Que.
103,369	Marie Clodia	"	"	1894	Les Escoumains, Que.	64 2	20 2	6 5	52	C. Bélanger, Les Ecoumains, Que.
71,635	Marie D'Alvina	Montreal	Barge—Chd	1873	Lanoraie, Que.	101 0	22 8	7 0	109	B. Desrosiers, Lanoraie, Que.
69,382	Marie du Sacré Cœur	Quebec	Schr—Glt	1876	Esquimaux Point, Que.	57 6	18 0	8 0	46	Elie Pelletier, Cap Chatte, Que.
103,835	Marie Elise	"	"	1896	Isle aux Coudres, Que.	46 2	15 0	5 6	19	N. Harvey, Isle aux Coudres, Que.
72,932	Marie Eliza	"	"	1874	Malbaie, Que.	47 0	14 8	6 6	27	John Savard, St. Siméon, Que.
100,366	Marie Elizabeth	"	"	1891	St. Fidèle, Que.	46 8	16 2	5 6	23	Alfred LeBrun, River Ouelle, Que.
64,974	Marie Emélia	"	"	1871	Baie St. Paul, Que.	56 0	17 0	6 9	36	Benjamin Lapointe, St. Siméon, Que.
88,315	Marie Emélie	Quebec	"	1884	Baie St. Paul, Que.	60 0	21 7	8 0	56	B. Boudreault, Anse St. Jean, Que.
69,654	Marie Emma	"	"	1874	Les Eboulements, Que.	38 5	12 9	5 8	16	Joseph Bouchard, Baie St. Paul, Que.
73,011	Marie Emma	"	"	1875	Baie St. Paul, Que.	50 4	17 5	6 2	31	F. T. Stockwell, Quebec, Que.
107,223	Marie Emma	"	"	1897	Bic, Que.	64 0	20 2	7 0	56	P. Pineault, Rimouski, Que.

116,716	Marie Emma	Quebec	Schr—Glt	1905	St. Alexis, Que	68 0	22 3	6 1	54	A. Cote, St. Alexis, Que.
73,021	Marie Enesie	Chatham, N.B	"	1877	Pointe Basse, M.I., Que.	61 7	20 2	7 4	47	Robert R. McLean, Hardwicke, N.B.
117,182	Marie Etoile	"	"	1905	Caraquet, N.B	42 0	13 7	5 8	20	J. A. Doiron, Caraquet, N.B.
69,585	Marie Georgiana	Quebec	"	1873	Champlain, Que.	106 0	24 5	9 2	158	Ludger Sauvageau, Champlain, Que.
116,222	Marie Huticaisse	"	"	1903	Isle aux Coudres, Que	44 4	18 8	5 2	20	Joseph Millar, Bersimis, Que.
80,761	Marie Isabelle	"	"	1881	Les Eboulements, Que	48 5	18 2	7 8	38	Henry Dinning, Quebec, Que.
66,079	Marie Jeanne	"	"	1873 1895	Grondines, Que Quebec, Que	92 0	23 5	8 4	128	J. Tremblay, Murray Bay, Que.
103,985	Marie Jeanne	"	"	1897	Les Eboulements, Que	49 4	15 7	6 0	23	B. Bergeron, Les Eboulements, Que.
100,292	Marie Joseph	Chatham, N.B	"	1891	Shippegan, N.B	36 4	12 3	4 6	12	Lazare Gauvin, Shippegan, N.B.
96,777	Marie Joseph	Port Hawkesbury	"	1894	Cheticamp, N.S	32 2	11 1	5 4	11	John Porrier, (son of Fidel) Cheticamp, N.S.
100,452	Marie Joseph	Quebec	"	1892	St. Fulgence, Que.	60 6	20 6	6 0	47	Joseph Gagne, Cap St. Ignace, Que.
74,282	Marie Joseph	"	"	1876	St. Roch des Aulnaies, Que.	58 3	19 5	6 2	43	Elzéar Tremblay, Malbaie, Que.
107,495	Marie Joseph	"	"	1898	Natashquan, Que	45 0	13 8	6 0	22	P. Vezina, St. Michel de Bellechasse, Que.
116,718	Marie Joseph	"	Sloop	1905	La Petite Riviere, St. Francois Xavier, Que.	63 0	19 6	5 6	41	J. Bluteau, La Petite Riviere, St. Francois Xavier, Que.
85,757	Marie Josephine	"	Schr—Glt	1876	St. Michel, Que	31 0	13 5	4 6	11	Narcisse Lévesque, Isle Verte, Que.
107,505	Marie L'Espérance.	"	"	1898	Isle aux Coudres, Que	38 4	12 3	4 8	15	Louis Harvey, Isle aux Coudres, Que.
83,346	Marie Laure	"	"	1881	Les Eboulements, Que	49 7	16 8	6 8	33	Amable Létourneau, St. Thomas, Que.
80,741	Marie Léda	"	"	1880	Baie des Mille Vaches, Que.	50 2	16 8	6 4	34	Luc Tremblay, Portneuf, Que.
100,295	Marie Louisa	Chatham, N.B	"	1892	Caraquet, N.B	38 0	13 3	6 4	18	Joseph A. Paulin, Caraquet, N.B.
116,471	Marie Louise	"	"	1903	"	33 0	11 7	5 0	10	Gustave Chiasson, Caraquet, N.B.
75,449	Marie Louise	Gaspé	"	1886	Anticosti, Que	40 0	11 1	4 3	11	Chas. G. Le Bas, Percé, Que.
59,985	Marie Louise	Quebec	Barge—Chd	1870	Ste. Anne de Champlain, Que.	92 5	22 5	6 6	93	S. Baudet, Gentilly, Que.
64,975	Marie Louise	"	Schr—Glt	1870	Champlain, Que	84 6	22 3	7 7	91	Evan John Price, Quebec, Que.
69,584	Marie Louise	"	"	1873	Natashquan, Que	45 6	15 5	6 3	23	Mrs. Z. Castonguay, Macnider, Que.
69,586	Marie Louise	"	"	1872	Baie St. Paul, Que	48 0	15 5	7 6	31	Alfred Tremblay, La Petite Rivière, St. François-Xavier, Que.

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72,940	Marie Louise	Quebec	Schr—Glt	1875	St. Fidèle, Que	42 5	14 0	5 7	22	Dennis Gauthier, St. Fidèle, Que.
73,020	Marie Louise	″	″	1874	Isle aux Coudres, Que	54 1	14 0	5 6	13	Bernard Tremblay, St. Louis, Isle aux Coudres, Que.
73,983	Marie Louise	″	″	1875	Champlain, Que	77 1	21 4	7 7	90	F. Thibaudeau, Portneuf, Que.
100,365	Marie Louise	″	″	1889	Isle aux Grues, Que	35 0	12 8	4 8	13	F. Germain, sr., Quebec, Que.
100,457	Marie Louise	″	″	1892	Grandes Bergeronnes, Que.	52 4	18 6	6 4	38	Alfred Tremblay, Grandes Bergeronnes, Que.
103,611	Marie Louise	″	″	1895	Isle aux Coudres, Que	44 0	14 8	5 7	21	T. Tremblay, Isle aux Coudres, Que.
107,222	Marie Louise	″	″	1897	Bic, Que	50 6	18 6	6 4	39	Charles Couillard, Sandy Bay, Que.
116,720	Marie Louise	″	″	1905	St. Fidèle, Que	49 6	15 9	6 2	29	J. Lavoie, St. Fidele, Que.
107,224	Marie Louise Elida	″	″	1897	Isle aux Coudres, Que	53 2	17 0	6 1	31	C. Rioux, Isle Verte, Que.
103,139	Marie Louisiana	″	″	1894	Murray Bay, Que	64 4	19 2	8 1	61	Henri Carre, St. Siméon, Que.
80,734	Marie Louisina,	″	″	1880	Isle aux Coudres, Que	49 9	15 5	6 2	29	Désiré Morin, L'Islet, Que.
103,628	Marie Nelida	″	″	1896	Tadousac, Que	39 0	12 6	5 6	19	I. Bouliane, Petites Bergeronnes, Que.
88,328	Marie Oliva	″	″	1886	Les Eboulements, Que	48 0	17 0	6 7	33	David Simard, Grande Bay, Que.
100,464	Marie Oliva	″	″	1893	Isle aux Coudres, Que	32 4	12 4	4 8	12	Alex. Blais, Berthier, Que.

74,289	Marie Philomène....	Quebec.	Schr—Glt	1877	Les Eboulements, Que...	60 5	19 0	8 1	63	Mrs. Elizabeth Roy, Baie St. Paul, Que.
111,497	Marie Posa.	"	Sloop	1900	La Petite Rivière, St. François Xavier, Que.	58 6	18 2	5 4	35	Milasse Simard, La Petite Rivière, St. François-Xavier, Que.
111,626	Marie Roseanna ...	"	Schr—Glt	1901	Baie St. Paul, Que ..	48 0	15 1	6 0	26	Léon Elie, Baie St. Paul, Que.
51,549	Marie Ste. Geneviève	"	Barge—Chd	1864	Batiscan, Que...... ...	79 5	22 5	7 3	81	Pierre Chevalier, Notre-Dame de Portneuf, Que.
117,150	Marie Stella........	Halifax.	Schr—Glt	1906	Grand Desert, N.S......	59 4	16 5	6 5	36	Simon Lapierre, Grand Desert, N.S.
103,092	Marie Stella........	Montreal......	Sloop	1893	Pierreville, Que.........	107 7	23 0	8 2	143	J. Donnelly, jr., Kingston, Ont.
100,469	Marie Victoire......	Quebec	Schr—Glt	1892	Isle aux Coudres, Que. ..	40 2	13 9	5 7	20	Ernest Lavoie, Chicoutimi, Que.
72,931	Marie Victoria......	"	"	1874	" "	41 4	13 5	6 2	18	Joseph Boily, Baie St. Paul, Que.
77,877	Marie Vigilante.....	"	" . .	1879	Baie St. Paul, Que .	76 2	23 0	9 9	114	Hon. Sir C. A. P. Pelletier, K.C.M.G., Quebec, Que.
74,281	Marie Vigilante.....	"	"	1863	Isle aux Coudres, Que...	41 2	14 0	5 6	19	Joseph Harvey, Isle aux Coudres, Que.
97,139	Marie Vigilante .. .	"	"	1888	Goose Island, Que.......	71 2	19 2	5 0	39	Eucher Lachance, Goose Island, Que.
103,986	Marie Vigilante.....	"	" ...	1897	Baie St Paul, Que......	56 0	18 5	7 0	41	Wilfrid Guimont, Matane, Que.
100,354	Marie Zoé.........	"	"	1886	Isle aux Coudres. Que...	32 0	11 8	4 4	10	P. Perron, St. Thomas, Montmagny, Que.
121,862	Marina.	Lunenburg	"	1906	Lunenburg, N.S........	77 6	22 5	8 8	78	William Schmeisser, M.O., La Have, N.S.
46,498	Mariner......	Halifax	"	1866	East Port Medway, N.S.	66 0	20 8	8 2	56	W. C. Henley, Spry Bay, N.S.
111,709	Mariner..	Lunenburg.	"	1901	Mahone Bay, N.S.	95 7	24 8	9 8	100	Cyrus W. Parks, La Have, N.S.
72,157	Marion....	Windsor, N.S.	"	1875	Walton, N.S..	48 2	15 8	6 1	26	Sam. Best, Parrsboro', N.S.
100,696	Marion Emerson....	Pictou, N.S........	"	1895	Murray Harbour, P.E.I.	51 5	16 0	6 5	30	J. W. and J. P. White, J.O., Murray Harbour, P.E.I.
88,662	Marion F..........	Chatham..... . .	"	1885	Tracadie, N.B	48 4	15 3	6 3	24	Edward Gillis, Tignish, P.E.I.
....	Marion L. Breck....	Kingston.	"	1863	Garden Island, Ont......	127 1	23 5	11 9	298	John McGibbon, Sarnia, Ont.
111,893	Marion T..........	Weymouth	"	1904	Belliveau's Cove. N.S...	46 0	18 7	6 5	30	Manning Trask, Little River, N.S.
103,831	Mariposa.	Quebec.	"	1896	St. Antoine, Que........	98 6	23 4	7 0	115	Z. Gosselin, St. Antoine de Lotbinière, Que.
100,710	Maritana.........	Pictou, N.S........	"	1903	River John, N.S	145 6	35 0	14 0	490	Chas. H. McLennan, River John, N.S.
103,346	Marjorie...........	Montreal......	Sloop..........	1895	Dorval, Que.	27 2	9 3	2 6	3	W. G. Ross, Montreal, Que.
100,348	Marjorie J. Sumner.	Maitland.	Schr—Glt	1902	Maitland, N.S.........	136 3	31 0	13 0	355	F. W. Sumner, Moncton, N.B.

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112,110	Markland	Victoria	Schr—Glt	1903	Mahone Bay, N.S.	93 5	24 9	9 7	99	The Victoria Sealing Co., Ltd., Victoria, B.C.
94,875	Marquis of Lorne	Montreal	Barge—Chd	1879	Whitehall, N.Y., U.S.A.	104 4	21 8	8 4	163	Norbert Leclaire, Contrecœur, Que.
100,455	Marteau	Quebec	Schr—Glt	1888 1905	Les Escoumains, Que. St. Fidele, Que.	73 2	23 7	6 6	61	Joseph Dufour, St. Fidèle, Que.
92,313	Martha	Liverpool	"	1886	Brooklyn, N.Y., U.S.A.	33 2	12 7	5 0	11	John Arseneau, Margaree, N.S.
83,284	Martha Ann	Kingston	Sloop	1876	Dog Lake, Ont	83 0	17 3	4 1	38	P. M. Frederick, Belleville, Ont.
107,769	Martha B.	Charlottetown	Schr—Glt	1902	Montague, P.E.I.	37 3	14 6	6 6	19	Colin E. Mathison, Grand River, N.S.
97,035	Martha Ella	Yarmouth	"	1891	Yarmouth, N.S.	36 4	12 7	5 0	13	George Hamilton, Argyle, N.S.
38,522	Mary	Arichat	"	1874	French Village, N.S.	49 5	16 3	6 4	23	James Mullins, Glace Bay, N.S.
38,400	Mary	"	"	1860	Poulamond, N.S.	59 2	18 0	7 7	24	John McKay, Marble Mountain, N.S.
72,077	Mary	Chatham, N.B.	"	1870	Shippegan, N.B.	35 3	11 7	4 3	12	P. Robichaud, Shippegan, N.B.
75,896	Mary	"	"	1878	Richibucto, N.B.	34 7	12 3	4 3	9	Anthony Gallant, Lot 15, P.E.I.
85,692	Mary	Chatham, N.B	"	1880	Caraquet, N.B.	34 0	12 8	4 7	11	J. Gionet, Caraquet, N.B.
111,847	Mary	"	"	1902	"	38 7	13 2	5 4	14	D. Albert, Caraquet, N.B.
103,314	Mary	Port Hawkesbury	"	1893	Cheticamp, N.S.	34 0	10 6	5 0	10	John Boudrot, Eastern Harbour, N.S.

6,066	Mary	Quebec	Schr—Glt	1873	Malbaie, Que.	59 5	18 0	8 0	51	Emile Potvin, St. Alexis, Que.
74,378	Mary	St. Catharines	"	1877	Merritton, Ont.	84 0	20 3	7 0	87	Andrew Baird, Toronto, Ont.
112,371	Mary A.	Arichat	"	1900	Canso, N.S.	34 0	10 0	5 9	11	Wm. S. Harris, White Haven, N.S.
121,855	Mary A. Duff	Lunenburg	"	1906	Lunenburg, N.S.	94 9	25 4	10 0	90	William Duff, M.O., Lunenburg, N.S.
112,387	Mary A. Dunphy	Sydney	"	1903	Ingonish, N.S.	45 5	14 1	5 5	18	Henry Gibbs, M.O., Halifax, N.S.
94,671	Mary A. W.	Halifax	"	1889	St. Margaret's Bay, N.S.	36 5	11 9	6 0	13	Mary Ann Blakney, St. Margaret's Bay, N.S.
103,459	Mary Alice	Arichat	"	1898	West Arichat, N.S.	60 8	17 9	7 6	47	Abraham Terrio, West Arichat, N.S.
116,345	Mary Alice	"	"	1903	L'Ardoise, N.S.	36 4	10 0	4 9	10	Patrick E. Sampson, L'Ardoise, N.S.
36,344	Mary Alice	Halifax	"	1861	Barrington, N.S.	69 5	22 3	7 6	58	J. M. Shand, Barrington, N.S.
85,388	Mary Alice	"	"	1883	La Have, N.S	41 0	16 4	6 5	21	Wm. Malcolm, Port Malcolm, N.S.
61,413	Mary Ann	Chatham, N.B	"	1873	Richibucto, N.B.	41 5	12 5	4 8	13	A. Richard, Richibucto, N.B.
....	Mary Ann	Dunnville	Barge—Chd	1867	Stromness, Ont.	78 0	15 0	8 0	57	Pigeon River Lumber Co., Port Arthur, Ont.
....	Mary Ann	Montreal	"	1860	Sorel, Que	89 2	19 7	5 4	90	Gilbert Pilant, Montreal, Que.
69,440	Mary Ann	Pictou, N.S.	Schr—Glt	1875	Antigonish, N.S.	45 6	15 9	6 0	22	George A.C. McIntosh, Murray River, P.E.I.
50,716	Mary Ann	Quebec	"	1864	Les Eboulements, Que.	51 0	15 5	7 0	29	Louis Sylvester, Rivière du Loup, Que.
75,577	Mary Ann Bell	Lunenburg	"	1877	West Dublin, N.S.	53 0	17 5	7 0	33	Chas. Ritcey, Musquodoboit Harbour, N.S.
71,162	Mary Ann Lydon	Kingston	"	1874	Port Burwell, Ont.	112 0	23 0	10 5	180	Matthew Patterson, Kingston, Ont.
111,479	Mary Atalanta	Arichat	"	1901	River Bourgeoise, N.S.	37 6	13 4	5 6	15	Peter Bouchard, River Bourgeoise, N.S.
90,811	Mary Baldwin	Port Hope	"	1876	Sackett Harbour, U.S.A.	34 6	10 3	4 5	7	A. Mathews, Lakeport, Ont.
116,476	Mary Beatrice	Chatham, N.B	"	1903	Tracadie, N.B.	34 0	12 0	4 3	10	Julien Branson, Chatham, N.B.
92,385	Mary Bedford	Kingston	Barge—Chd	1888	Bedford Mills, Ont.	101 0	17 5	4 6	61	Benjamin Tett, Bedford Mills, Ont.
100,238	Mary Bell	Halifax	Schr—Glt	1893	Harrigan Cove, N.S.	32 8	11 9	5 7	10	J. A. McDonald, Harrigan Cove, N.S.
83,493	Mary C.	Liverpool	"	1884	Liverpool, N.S.	77 4	23 5	8 9	84	Russell Hardy, Osborne, N.S.
54,151	Mary Covell	Halifax	"	1867	Jeddore River, N.S.	61 5	19 3	6 9	48	Mrs. Margaret Belleisle, Buctouche, N.B.
88,114	Mary Culmer	"	"	1884	Harbour Island, Bahamas B.W.I.	110 4	27 6	10 4	207	G. C. Hart, Halifax, N.S.

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100,380	Mary D	Sydney	Schr—Glt	1893	Little Bras d'Or, N.S.	46 8	16 7	6 2	27	Simeon Deveaux, Bras d'Or, N.S.
88,464	Mary E	Arichat	″	1882	Sandy Cove, N.S.	33 1	11 2	5 2	10	C. W. Rankin, Grindstone, Magdalen Islands, Que.
85,664	Mary E	Halifax	″	1881	Mahone Bay, N.S.	41 6	12 6	5 6	14	Thomas Covey, Indian Harbour, N.S.
92,742	Mary E	Sackville	″	1890	Sackville, N.B.	79 6	25 0	7 2	99	F. C. Palmer, Dorchester, N.B.
52,159	Mary E	St. John, N.B.	″	1865	Carleton, N.B.	46 6	14 6	5 7	21	Frederick Buchanan, St. John, N.B
107,355	Mary E	Sydney	″	1894	Ingonish, N.S.	33 2	12 4	5 2	10	Allan McIntyre, Ingonish, N.S.
117,144	Mary E. Faulkner	Halifax	″	1905	Jeddore, N.S.	42 3	12 0	6 0	14	J. Faulkner, Jeddore, N.S.
57,485	Mary E. Lent	Annapolis Royal	Bgtn—Bkglt	1872	Freeport, N.S.	86 8	22 2	9 3	96	Wm. Lent, Freeport, N.S.
75,826	Mary E. McDougall	Arichat	Schr—Glt	1878	Mahone Bay, N.S.	87 5	24 9	9 7	98	P. H. Wilcox, Louisburg, N.S.
112,119	Mary E. Smith	Lunenburg	″	1903	La Have, N.S.	93 2	25 2	10 0	99	G. Abraham Smith, *et al.*, Lunenburg, N.S.
116,342	Mary Elda	Arichat	″	1903	River Bourgeoise, N.S.	32 6	11 9	5 0	10	Mrs. Susan Young and A. A. Landry, River Bourgeoise, N.S.
38,393	Mary Elizabeth	Digby	Schr—Glt	1859 1874	West Arichat, N.S.	75 8	23 5	10 2	88	John E. Melançon, Plympton, N.S.
107,056	Mary Ellen	Barrington	″	1855	U.S.A.	65 5	19 5	7 4	56	M. W. Cook, Isaac's Harbour, N.S.
85,695	Mary Ellen	Chatham, N.B	″	1882	Belledune, N.B.	36 1	13 0	4 5	12	Geo. Gordon, Dalhousie, N.B.

77,977	Mary Ellen	Victoria	Schr—Glt	1863	San Francisco, Cal., U.S.A.	75 0	23 7	7 0	63	Victoria Sealing Co., Ltd., Victoria, B.C.
77,970	Mary Emeline	St. Andrews	"	1880	Beaver Harbour, N.B.	36 0	13 2	5 6	18	Jas. Murphy, Grand M
103,084	Mary Emma	Chatham, N.B.	"	1894	Caraquet, N.B.	36 0	12 7	4 8	11	Wm. Fruing & Co., Ltd., Jer
83,156	Mary Everett	Belleville	"	1867 1887	Shannonville, Ont. Oakville, Ont.	120 0	26 0	8 1	198	JohnCooper, Wallaceburg, Ont.
80,026	Mary F.	Yarmouth	"	1878	Canning, N.S.	51 2	18 5	5 3	28	A. W. Eakins, Yarmouth, N.S.
111,478	Mary Hawes	Arichat	"	1846	Newburyport, U.S.A	61 0	17 8	7 0	41	W. J. Garret New Carlisle, Que.
107,278	Mary Hendry	Liverpool	Bktn—Bkglt	1899	Liverpool, N.S.	124 2	28 4	11 7	249	Abraham W. Hendry, Liverpool N.S.
116,886	Mary J.	Arichat	Schr—Glt	1902	Port Felix, N.S.	35 4	10 6	5 8	11	J. J. Banigan, Cape Canso, N.S.
117,099	Mary J.	"	"	1906	River Bourgeois, N.S.	54 8	17 1	6 7	33	Henry Sampson, River Bourgeois, N.S.
121,803	Mary J.	Yarmouth	Sloop	1904	Cape Island, N.S.	31 0	10 6	6 0	10	M. Atwood, Cape Island, N.S.
92,415	Mary Jane	Chatham, N.B.	Schr—Glt	1888	Tracadie, N.B.	37 5	13 0	5 4	14	P. C. Dorion, Caraquet, N.B.
80,917	Mary Jane	Halifax	"	1880	Cape Wolfe, P.E.I.	69 0	19 0	7 3	55	Thos. Dunlap, Amherst, N.S.
80,819	Mary Jane	Windsor, N.S.	"	1881	Cornwallis, N.S.	32 0	11 0	5 3	9	Wm. C. Bill, Cornwallis, N.S.
74,352	Mary Joseph	Picton, N.S.	"	1877	Merigomish, N.S.	56 1	18 1	7 4	43	Uriah Matthew, Souris, P.E.I.
92,568	Mary Kate	Shelburne	"	1887	Sheet Harbour, N.S.	35 4	12 6	6 0	13	Latchford Burgess, Port Mouton, N.S.
96,769	Mary Lambert	Port Hawkesbury	"	1889 1899	Cheticamp, N.S.	38 0	12 4	5 4	11	C. Chiasson, Cheticamp, N.S.
92,420	Mary Louise	Chatham, N.B.	"	1889	Pokemouche, N.B.	35 4	13 2	5 2	13	D. Loggie, Church Point, N.B.
100,781	Mary Louise	"	"	1889	Caraquet, N.B.	36 7	12 3	4 5	11	W. S. Loggie Co., Ltd., Chatham, N.B.
111,769	Mary Louise	Kingston	Sloop	1902	Portland, Ont	77 2	18 6	4 2	46	John Brooker, Athens, Ont.
116,881	Mary M	Arichat	Schr—Glt	1904	L'Ardoise, N.S	44 5	15 0	6 0	21	David Martell, M.O., L'Ardoise, N.S.
117,053	Mary M. Bell	Canso	"	1906	Port Felix, N. S	30 0	12 0	5 6	10	John Belfountaine, Port Felix, N.S.
111,437	Mary M. Romkey	Halifax	"	1902	Smith's Cove, N.S.	70 5	21 0	9 0	77	John T. Romkey, Smith's Cove, N.S.
83,095	Mary Margaret	Port Hawkesbury	"	1876	South River, P.E.I.	37 1	14 0	6 1	17	J. Chiasson, Murray Harbour, P.E.I.
111,475	Mary Matilda	Arichat	"	1901	St. Peter's, N.S.	37 5	13 9	6 6	15	Fred Pelrine, Larry's River, N. S.
83,434	Mary May	Shelburne	"	1886	Gilberts Cove, N.S.	44 0	15 6	5 8	20	A. J. Firth, Shelburne, N.S.

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116,478	Mary O.	Chatham, N.B.	Schr—Glt	1904	Pt. Misonette, N.B.	34 0	11 4	4 6	11	Joseph O. Cormier, Point Misonette, N.B.
85,653	Mary O'Dell	Halifax.	"	1875	St. Margaret's Bay, N.S.	34 8	12 5	5 0	10	Jas. L. Richardson, St. Margaret's Bay, N.S.
88,583	Mary Odell	Yarmouth.	"	1884	Argyle, N.S.	40 5	13 5	5 0	14	T. Terrio, Meteghan, N.S.
100,957	Mary R.	Chatham, N.B.	"	1893	Caraquet, N.B.	38 1	13 1	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.
116,475	Mary Rose	"	"	1904	Caraquet, N.B	42 1	13 0	5 3	17	Wm. Cormier, Caraquet, N.B.
112,379	Mary S.	Arichat	"	1903	L'Ardoise, N.S.	41 3	13 1	5 8	18	James Sampson, L'Ardoise, N.S.
77,780	Mary S. Gordon	Goderich.	"	1882	Kincardine, Ont	56 0	17 0	4 9	28	John D. Corstan, Owen Sound, Ont
112,161	Mary Star	Chatham, N.B.	"	1903	Caraquet, N.B	39 0	13 9	5 6	15	Hyacinthe Le Bouthellier, Caraquet, N.B.
112,150	Mary Star of the Sea	"	"	1902	"	38 8	13 9	5 6	15	L. Friolet, Caraquet, N.B.
111,844	Mary Star of the Sea	"	"	1900	"	59 6	12 9	5 4	11	The C. Robin, Collas Co., Ltd., Halifax, N.S.
116,477	Mary Star of the Sea	Chatham, N.B.	"	1904	Caraquet, N B.	41 0	14 4	5 7	20	Ferdinand Savoy, Shippegan, N.B.
83,457	Mary Taylor	Victoria	"	1875	Utsalady, U.S.A	67 0	20 3	8 0	43	Victoria Sealing Co., Ltd., Victoria, B.C.
88,447	Mary W. J.	Halifax.	"	1884	Mosher's River, N.S	65 8	21 2	7 9	69	David McLeod, Charlottetown, P.E.I.
121,859	Mary W. S.	Lunenburg.	"	1906	La Have, N. S.	74 3	22 5	8 8	74	Simon Parks, M.O., La Have, N.S.

107,912	Mary & Hilda	St. Andrews	Sloop	1896	Quaco, N.B.	30 0	14 6	5 0	17	Mrs. Nancy J. Guptill, Grand Manan, N.B.
59,247	Marysville	St. John, N.B.	Schr—Glt	1869	Westfield, N.B.	75 2	25 5	6 6	78	Freeman White, Harvey Bank, N.B.
72,675	Mascot	Victoria	"	1875	Seattle, Wash., U.S.A.	68 7	19 2	4 6	40	Victoria Sealing Co., Ltd., Victoria, B.C.
....	Matilda	Montreal	Barge—Chd	1873	Yamaska, Que.	104 0	22 0	7 6	139	J. Courteau, Nicolet, Que.
77,895	Matilda	Sackville	Schr—Glt	1882	Shediac, N.B.	59 0	18 8	6 7	47	Thomas Haines, Richibucto, N.B.
121,879	Matilda	Yarmouth	Sloop	1905	Shelbeurne, N. S.	32 0	11 0	6 0	10	Ethron P. Crowell, Port LaTour, N.S.
121,854	Mattawa	Lunenburg	Schr—Glt	1906	Lunenburg, N. S	92 0	24 6	9 8	96	Scott Corkum, M.O., Lunenburg, N.S.
100,816	Mattie Morrissey	Canso	"	1894	Shelburne, N. S.	52 0	16 6	6 2	24	James Meagher, Canso, N.S.
117,043	Mattie and Charlie	Barrington	Sloop	1903	Clarke's Harbour, N.S	30 0	11 5	5 4	10	F. Nickerson, M.O., Clarke's Harbour, N.S.
103,462	Maud	Arichat	Schr—Glt	1902	Guysboro', N.S.	43 0	17 0	5 6	20	Henry Duong, Arichat, N.S.
71,036	Maud	St. John, N.B	"	1876 1900	Yarmouth, N.S. St. John, N.B	52 0	16 5	6 2	34	Chas. S. Smith, St. Martin's, N.B.
90,269	Maud Carter	Halifax	"	1885	Humber Sound, Nfld	74 9	21 9	9 0	92	D. H. Webber, Jeddore, N.S.
83,092	Maud F	Port Hawkesbury	"	1878	Steep Creek, N.S	23 6	11 0	5 6	11	W. Critchette, Steep Creek, N.S.
94,679	Maud Gillam	Halifax	"	1889	Shelburne, N.S.	76 0	22 0	8 6	79	Michael Gillam, Channel, Nfld.
107,999	Maud S	Canso	"	1901	Canso, N.S.	36 6	11 0	6 9	12	John W. Sproule, Canso, N.S.
77,982	Maud S	Port Rowan	"	1880	Georgian Bay, Ont	52 0	15 0	6 5	21	R. Crooker (address not known)
94,749	Maud S	St. John, N.B.	"	1888	Maquapit Lake, N.B.	65 5	20 5	5 4	63	Isaac H. Carle, Canning, N.B.
100,376	Maud S	Sydney	"	1892	Cow Bay, N.S	36 6	12 4	6 3	13	G. P. Leslie, Spry Bay, N.S.
85,518	Maud S	Toronto	"	1884	Port Credit, Ont	52 3	16 4	3 6	25	John and J. J. McLennan, Toronto, Ont.
92,604	Maudie	Digby	"	1889	Louisburg, N.S.	46 3	15 5	6 4	26	Freeman A. Beardsley, Port Lorne, N.S.
107,477	Maudie Ellen	"	Sloop	1900	Parker's Cove, N.S	29 5	12 8	5 5	14	Clarence Eisnor, Digby, N.S.
111,502	Mavis	St. John, N.B.	"	1900	St. John, N.B	53 4	14 6	8 1	29	Wm. H. Street, Campo Bello, N.B.
103,088	Max	Chatham, N.B.	Schr—Glt	1893	Caraquet, N B	31 4	13 4	4 8	10	M. Cormier, Caraquet, N.B.
92,703	Max	Winnipeg	Barge—Chd	1889	Kenora, Ont.	57 5	13 7	4 8	26	The Ontario & Western Lumber Ltd., Kenora, Ont.
100,227	May	Halifax	Schr—Glt	1893	Sambro', N.S	37 8	11 4	5 0	10	James Howard, Terence Bay, N.S.

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103,022	May	Parrsboro'	Schr—Glt	1895	Spencer's Island, N.S.	38 0	12 0	5 4	12	John Llewelyn, Parrsboro', N.S.
80,654	May	Ottawa	Barge—Chd	1880	Montreal, Que	110 0	22 5	7 2	165	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,206	May	Vancouver	Schr -Glt	1887	Vancouver, B.C.	68 0	18 9	4 4	46	Gordon T. Legg, Vancouver, B.C.
92,581	May B.	Gaspé	"	1888	P. E. Island	39 8	12 3	4 9	14	Robert J. Vincent, Montrose, P.E.I.
66,981	May Bell.	St. John, N.B	"	1874	Jemseg, N.B	76 0	26 0	6 6	76	H. G. Smith & W. L. Harding, St. John, N.B.
94,793	May English	Richibucto	"	1890	Rexton, N.B.	38 0	13 0	5 4	10	Daniel English, Rexton, N.B.
107,777	May Flower	Chatham, N.B	"	1900	Shippegan, N.B.	39 0	12 8	4 8	11	Octave Benoit, Shippegan, N.B.
69,125	May Flower	Halifax	"	1875	Harbour au Bouche, N.S.	41 0	14 0	6 8	20	Hyacinthe Chiasson, Cheticamp, N.S.
96,840	May Flower	Lunenburg	"	1890	Summerside, P.E.I.	61 5	21 6	8 0	60	Howard Hartling, Spanish Ship Bay, N.S.
100,614	May Flower	Shelburne	"	1891	Jordan River, N.S.	32 0	12 4	5 4	11	J. E. Lloyd, Brighton, N.S.
69,213	May Fly	Lunenburg	"	1875	LaHave, N.S.	36 0	13 5	5 0	12	Thos. Forhan, Halifax, N.S.
107,967	May Myree	"	"	1900	"	86 0	23 2	9 3	89	Elias Richard sr., *et al.*, New Dublin, N.S.
75,762	May Queen	Liverpool	Schr—Glt	1877	Liverpool, N.S.	41 2	14 3	5 5	17	Wm. Peterson, Liverpool, N.S.
111,896	May Queen	Weymouth	Sloop.	1905	Church Point, N.S.	36 4	13 0	5 4	15	M. C. Thibodeau, M.O., Church Point, N.S.

103,805	May W. Edgett	Picton, N.S.	Schr—Glt	1871	East Boston, Mass., U.S.A.	134 5	28 0	15 2	397	William H. Edgett, Moncton, N.B.
107,757	Mayflower	Charlottetown	〃	1901	Cascumpec, P.E.I.	45 1	13 4	6 2	18	Jas. R. Lumsden, Canso, N.S.
116,307	Mayflower	〃	〃	1901	West Point, P.E.I	39 4	12 8	4 5	13	A. McDonald, Summerside, P.E.I.
111,462	Mayflower	Chatham, N.B.	〃	1900	Miscou Harbour, N.B.	33 0	11 6	5 0	10	John A. Bizan, Miscou Harbour, N.B.
103,768	Mayflower	〃	〃	1896	Caraquet, N.B.	34 3	12 6	5 0	13	C. Robin, Collas & Co., Ltd., Jersey.
103,184	Mayflower	Digby	〃	1895	Shelburne, N.S	46 0	15 5	6 5	26	John W. Snow, Granville, N.S.
88,431	Mayflower	Halifax	〃	1884	Chezetcook, N.S.	39 6	14 8	7 0	21	John Donovan, Ingonish, N.S.
92,576	Mayflower	〃	〃	1884	Sambro, N.S.	37 5	12 6	5 0	13	James Young, Sambro, N.S.
64,864	Mayflower	〃	〃	1871	Barrington, N.S.	35 9	12 8	5 2	14	S. M. Malone, Barrington, N.S.
116,553	Mayflower	Maitland	〃	1906	Lower Selmah, N.S.	93 5	27 8	9 0	132	Wm. Anthony, *et al.*, Lower Selmah, N.S.
103,177	Mayflower	Shelburne	〃	1891	Little Harbour, N.S	32 3	11 6	5 6	12	A. B. Hamilton, Carleton Village, N.S.
103,057	Mayflower	Yarmouth	〃	1894	Shelburne, N.S	34 0	12 4	6 1	12	L. O. Blades, Pubnico, N.S.
103,545	Mayfly	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	Dr. A. W. Cogswell, Halifax, N.S.
107,883	Mazar	Montreal	〃	1899	Sorel, Que	98 4	23 0	6 6	107	Nap. St. Denis, St. Anne de Bellevue, Que.
83,315	Mazurka	Port Medway	Schr—Glt	1885	Vogler's Cove, N.S.	76 4	23 5	9 2	83	Edward B. Richardson, Halifax, N.S.
92,777	Meda	New Westminster	Sloop	1888	Burrard Inlet, B.C.	31 5	11 4	4 9	10	O. Thomas, M.O., Victoria, B.C.
121,861	Medina A.	Lunenburg	Schr—Glt	1906	Lunenburg, N.S.	74 2	22 4	8 7	74	Amiel Corkum, M.O., LaHave, N.S.
69,593	Medora	Quebec	Barge—Chd	1873	St. Emélie, Que.	98 0	23 5	8 2	124	Damase Beaudette, Ste. Emélie, Que.
77,563	Medway	Montreal	Sloop	1873	Sorel, Que	89 9	22 6	6 4	90	M. Mongeau, Sorel, Que.
37,428	Medway Belle	Halifax	Schr—Glt	1854	Broad Cove, N.S.	64 0	19 8	7 7	50	Wm. Henderson, Murray Harbour, P.E.I.
107,627	Mein	New Westminster	Barge—Chd	1898	Vancouver, B.C	50 0	14 6	4 0	23	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
107,303	Melba	Windsor, N.S.	Schr—Glt	1899	Gardiner's Creek, N.B.	142 4	32 4	12 4	419	F. C. Lockhart, New York, N.Y., U.S.A.
85,773	Melinda	Montreal	Sloop	1883	Pierreville, Que	94 0	22 1	6 7	102	Alfred Boucher, Sorel, Que.
100,574	Melrose	Barrington	Schr—Glt	1893	LaHave, N.S.	63 2	21 9	9 0	71	F. A. Brannan, Clarke's Harbour, N.S.
103,556	Melrose	Montreal	〃	1895	Kingston, Ont.	183 6	35 8	14 0	740	Montreal Transportation Co., Ltd., Montreal, Que.

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85,389	Mentor	Halifax	Sloop	1881	Georgetown, P.E.I.	21 3	6 5	3 4	2	O. Streidinger, Halifax, N.S.
100,897	Mercedese	Weymouth	Schr—Glt	1896	Belliveau's Cove, N.S.	95 5	27 2	9 7	149	Abram Holmes, Lower Granville, N.S.
61,447	Merida	Chatham, N.B.	"	1874	Shippegan, N.B.	36 6	12 2	4 6	13	A. Ache, Shippegan, N.B.
59,474	Merit	Halifax	"	1871	LaHave, N.S.	57 0	18 7	7 2	41	C. Garnier, St. George's Bay, Nfld.
92,600	Merit	Sydney	"	1887	Little Bras d'Or, N.S.	34 8	14 3	4 9	13	Alexander LeBlanc, Little Bras d'Or, N.S.
94,986	Merle	Toronto	Sloop	1887	South Boston, Mass., U.S.A.	39 9	12 7	5 5	11	Alex. McL. Macdonald, Toronto, Ont.
80,666	Merlin	Montreal	Barge—Chd	1881	Montreal, Que.	106 2	22 3	6 8	146	Dickson Anderson, Montreal, Que.
100,779	Mermaid	Chatham, N.B.	Schr—Glt	1891	Caraquet, N.B.	34 7	13 1	4 5	11	W. S. Loggie Co., Ltd., Chatham, N.B.
111,463	Mermaid	"	"	1900	Petit Rocher, N.B.	35 8	12 3	4 5	12	Sydney DesBrisay, Petit Rocher, N.B.
97,012	Mermaid	St. Catharines	Scow—Chd	1885	Chippewa, Ont.	36 0	7 5	5 1	9	Robt. Sutor, Cayuga, Ont.
100,496	Mermaid	Victoria	Schr—Glt	1853		93 7	20 3	10 0	73	Minister of Marine and Fisheries, Ottawa, Ont.
92,697	Mermaid	Winnipeg	Barge—Chd	1889	Fort Frances, Ont.	58 9	13 7	4 8	19	Robert Mosher, Fort Frances, Ont.
112,164	Merry Christmas	Chatham, N.B.	Schr—Glt	1903	Little Lemeque, N.B.	38 0	13 5	5 0	13	Celestin Jean, Little Lemeque, N.B.
85,796	Merry May	Charlottetown	"	1884	Mount Stewart, P.E.I.	67 7	21 8	7 2	64	Geo. McKay, Rustico, P.E.I.

103,671	Merrythought	Toronto	Sloop	1895	Oakville, Ont.	56 0	12 2	9 0	39	E. G. Staunton, Toronto, Ont.
116,914	Mersey	Liverpool	Schr—Glt	1905	Liverpool, N.S.	117 4	28 5	10 9	191	A. W. Hendry, Liverpool, N.S.
92,347	Mersey	Quebec	Barge—Chd	1888	Point Lévis, Que	100 0	23 4	5 8	96	John Burstall, Quebec, Que.
100,468	Messagère	"	Schr—Glt	1893	St. Alexis, Que.	53 2	16 2	7 4	42	N. Drouin, Quebec, Que.
38,417	Messenger	Arichat	"	1861	Cheticamp, N.S.	56 8	15 8	6 3	30	Cyprien Burke, River Bourgeoise, N.S.
78,030	Messenger	Collingwood	Barge—Chd	1881	Collingwood, Ont.	84 0	21 6	6 8	94	Geo. Moberly, M.O., Collingwood, Ont.
111,553	Messenger	St. Andrews	Sloop	1899	Grand Manan, N.B.	29 8	12 8	5 1	12	Turner Ingersoll, Grand Manan, N.B.
73,042	Metapeuasho	Quebec	Schr—Glt	1873	Murray Bay, Que.	36 0	12 5	5 3	12	Chas. Boulet, Cap St. Ignace, Que.
112,100	Meteor	Lunenburg	"	1902	Lunenburg, N.S.	97 0	25 0	9 8	99	Theophile Creaser, LaHave, N.S.
64,949	Meteor	Quebec	Barge—Chd	1871	Ste. Emélie, Que.	97 2	22 0	7 2	105	Z. Gosselin, St. Antoine de Tilly, Que.
107,802	Meteor	St. John, N.B	Sloop	1897	Deer Island, N.B.	40 8	12 8	6 0	13	Sylvester R. Watt, North Head, Grand Manan, N.B.
113,022	Miantonomah	Charlottetown	Schr—Glt	1872	Newburyport, U.S.A.	80 0	23 1	8 0	72	Edward J. Dicks, Georgetown, P.E.I.
57,728	Mic Mac	Halifax	"	1868	LaHave, N.S.	47 1	17 4	6 9	34	G. R. Davis, Bay of Islands, Nfld.
64,948	Michigan	Quebec	Barge—Chd	1871	Quebec, Que.	122 3	24 5	9 2	206	Dickson Anderson, Montreal, Que.
103,541	Midge	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	W. J. Stairs, jr., Halifax, N.S.
88,461	Midnight	Gaspé	Schr—Glt	1865	Essex, Mass., U.S.A.	71 2	21 4	8 0	66	Isaac A. Thompkins, Halifax, N.S.
92,332	Mignonette	Quebec	"	1886	St. Etienne, Saguenay, Que.	96 5	25 5	11 0	139	Robert Reford, *et al.*, Montreal, Que.
100,300	Mikado	Chatham, N.B.	"	1892	Caraquet, N.B.	35 4	12 5	5 0	13	C. Robin, Collas & Co., Ltd., Jersey.
121,996	Mildred G. Myers	Lunenburg	"	1906	Lunenburg, N.S.	66 3	20 0	7 6	55	Freeman Myers, Cole Harbour, N.S.
111,831	Mildred K	Digby	"	1901	Granville, N.S.	45 5	16 8	6 5	35	Edward Keans, *et al.*, Granville, N.S.
72,976	Mildred M.	"	"	....	U.S.A.	63 8	19 5	7 0	52	Maurice D. Peters, *et al.*, Westport, N.S.
121,864	Mildred M. Bell	Lunenburg	"	1906	LaHave, N.S.	64 8	20 5	7 5	54	Charles W. Bell, M.O., LaHave, N.S.
111,523	Mildred P	Yarmouth	"	1895	Port Maitland, N.S.	32 3	11 5	6 0	11	Hugh McManus, Yarmouth, N.S.
90,823	Miletus	Lunenburg	"	1888	Port Medway, N.S	76 0	24 0	9 0	96	R. Harrington, Sydney, N.S.
121,865	Millie Louise	"	"	1906	Mahone Bay, N.S.	85 6	24 0	9 0	80	Abraham Ernst, M.O., Mahone Bay, N.S.

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107,111	Millie Mace	Lunenburg	Schr—Glt	1898	LaHave, N.S.	89 0	24 6	9 5	99	John Burton, Fortune, Nfld.
116,291	Millie Washburn	Charlottetown	"	1867	Dennisport, U.S.A.	76 8	21 2	7 5	76	Michael P. Hogan, Charlottetown, P.E.I.
100,153	Milo	Halifax	"	1891	Lunenburg, N.S	81 1	24 4	9 3	99	Thomas Gannion, Arichat, N.S.
116,736	Milo	"	"	1904	Beckerton, N.S.	46 4	15 0	8 0	23	James W. Gorman and Francis Gorman, Herring Cove, N.S.
61,593	Mina Belle	"	"	1876	Sable River, N.S.	60 0	20 0	7 0	42	Placide Le Blanc, Cheticamp, N.S.
111,408	Mindoro	Lunenburg	"	1900	La Have, N.S	91 2	24 0	9 8	80	James Butt and J. R. Parsons, Bay of Islands, Nfld.
83,380	Mink	Toronto	"	1880	Gravenhurst, Ont.	52 0	16 0	4 0	19	The Muskoka & Nipissing Navigation Co., Ltd., Gravenhurst, Ont.
83,119	Minnehaha	Halifax	Sloop	1881	Dartmouth, N.S	26 0	10 2	4 3	7	Capt. Geo. J. Playfair, R.A., Halifax, N.S.
100,224	Minnie	"	Schr—Glt	1892	Sheet Harbour, N.S.	85 6	24 2	10 6	96	A. F. Cameron, M.O., Sherbrooke, N.S.
77,628	Minnie	Kingston	Sloop	1878	Howe Island, Ont.	40 0	11 9	4 9	17	R. J. Wilson, Gananoque, Ont.
.....	Minnie	Ottawa	Barge—Chd	1873	Brewer's Mills, Ont.	95 5	20 3	5 8	109	John Eligh and Peter Eligh, J.O., Beckett's Landing, Ont.
72,067	Minnie	Port Hawkesbury	Schr—Glt	1881	River Bourgeoise, N.S.	49 5	17 0	6 3	26	J. Pelham, Janvrin's Harbour, N.S
83,144	Minnie	St. Catharines	"	1880	Port Dalhousie, Ont.	38 0	9 8	4 9	8	Joseph Adamson, Toronto, Ont.
83,023	Minnie	Toronto	"	1881	Wallaceburg, Ont.	92 0	22 7	4 4	63	James Playfair, Midland, Ont.

111,907	Minnie A.	Arichat	Schr—Glt	1902	River Bourgeoise, N.S.	66 0	18 4	7 4	46	A. Sampson, River Bourgeoise, N.S.
75,576	Minnie A.	Pictou, N.S.	"	1877 1904	La Have, N.S. Wallace, N.S.	61 8	20 0	7 7	46	Wm. Reid, Wallace, N.S.
103,412	Minnie B.	Lunenburg	"	1894	La Have, N.S.	42 4	17 0	6 5	25	W. L. Matthews, *et al.*, Liverpool, N.S.
107,375	Minnie B.	Sydney	"	1900	Ingonish, N.S.	38 7	11 6	5 1	10	James H. Brewer, Ingonish, N.S.
96,935	Minnie Bell	Charlottetown	"	1890	Wood Island, P.E.I.	49 5	17 1	6 0	36	T. R. Thompson, Tidnish, N.S.
90,722	Minnie Bell	Halifax	"	1886	Musquodoboit Harbour,	34 5	12 6	4 8	11	John Kent, Musquodoboit Harbour, N.S.
75,450	Minnie Bride	Quebec	"	1885	Barachois, Gaspé, Que.	74 5	22 0	9 7	93	Henri Bellez, St. Simeon, Que.
85,533	Minnie C.	Digby	"	1883	Maitland, N.S.	39 0	12 4	5 0	12	David E. Loomer, Tiverton, N.S.
72,324	Minnie Cline	St. John, N.B.	"	1877	Moss Glen, N.B.	73 0	19 7	7 3	46	Richard Cline, St. John, N.B.
90,682	Minnie D.	Shelburne	"	1886	Shelburne, N.S.	73 0	21 7	8 8	76	James T. Thomson, Halifax, N.S.
103,606	Minnie D.	Sydney	"	1896	Ingonish, N.S.	33 7	12 1	5 1	9	J. Daphne, Ingonish, N.S.
94,792	Minnie E. Moody	Richibucto	"	1888	Richibucto, N.B.	83 3	24 7	8 9	112	Aime. A. Terrio, *et al.*, Arichat, N.S.
107,438	Minnie F.	St. Andrews	Sloop	1895	Grand Manan, N.B.	29 0	11 5	5 0	11	Chester Frankland, Grand Manan, N.B.
88,577	Minnie Francis	Kingston	Barge—Chd	1885	Kingston, Ont	101 0	22 8	5 0	89	G. B. Magee, Merrickville, Ont.
107,434	Minnie G.	St. Andrews	Sloop	1886	West Isles, N.B.	30 6	12 2	5 6	13	Owen Green, Grand Manan, N.B.
103,023	Minnie H	Parrsboro'	Schr—Glt	1894	Canada Creek, N.S.	37 1	12 7	5 5	12	J. A. Bowser, Sackville, N.B.
116,918	Minnie Harris	Liverpool	"	1906	Liverpool, N.S.	86 0	25 0	9 6	91	Samuel Harris, Grand Bank, Nfld.
88,466	Minnie J	Arichat	"	1893	Sonora, N.S.	30 3	11 2	4 7	10	P. Munro, White Head, N.S.
112,022	Minnie J	Canso	"	1903	Tancook, N.S.	40 0	12 4	6 9	14	James W. Feltmate, Whitehaven, N.S.
103,757	Minnie J. Heckman	Lunenburg	"	1897	La Have, N.S.	94 1	25 0	10 0	100	Samuel Piercy, Grand Bank, Nfld.
103,416	Minnie J. Smith	"	"	1895	Shelburne, N.S.	94 0	23 8	9 5	99	John Penny, sr., Halifax, N.S.
111,904	Minnie L.	Arichat	"	1901	Cape George, N.S.	39 2	11 3	5 9	15	Elias Bois, Petite de Grat, N.S.
107,751	Minnie Laura	Charlottetown	"	1900	Murray Harbour, P.E.I.	50 0	15 9	6 6	31	Percy and Joseph White, Murray Harbour South, P.E.I.
77,631	Minnie Lieuedin	Kingston	Barge—Chd	1878	Seely's Bay, Ont	94 0	17 7	4 8	64	C. F. Gildersleeve, Kingston, Ont.
38,104	Minnie Long	Richibucto	Schr—Glt	1887	Richibucto, N.B.	43 1	14 3	5 8	20	Geo. Allen, North Sydney, N.S.

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100,249	Minnie M.	Halifax	Schr—Glt	1894	Ship Harbour, N.S.	34 8	12 0	5 2	10	J. P. Martin, Ship Harbour, N.S.
85,400	Minnie M.	Magdalen Islands	"	1901	Old Harry, Que.	39 5	11 5	6 3	13	John J. Bushey, Grand Entry, Magdalen Island, Que.
122,112	Minnie M.	Sydney	"	1906	Little Bras D'or, N.S.	32 8	10 9	4 1	7	Arthur Buchanan, St. Anns, N.S.
107,952	Minnie M. Cook	Lunenburg		1899	La Have, N.S	87 0	24 0	9 3	84	Wm. C. Smith, M.O., Lunenburg, N.S.
116,739	Minnie M. Dora	Halifax	"	1904	Spry Bay, N.S.	36 4	11 8	6 4	14	John Beaver, Spry Bay, N.S.
83,302	Minnie Mac	"	"	1882	Port Medway, N.S.	71 0	22 1	8 6	76	Hiram Hyde, M.O., Murray Harbour, P.E.I.
90,206	Minnie Mack	Charlottetown	"	1884	Bay St. George, Nfld	38 2	12 5	5 7	15	John McKlogan, Bay View, Pictou, N.S.
97,052	Minnie Maud	Gaspé	"	1891	Liverpool, N.S.	81 0	23 7	8 6	85	Thos. E. Robert, *et al.*, Cap Ozo, Que.
85,399	Minnie May	Amherst, M.I	"	1897	Spry Bay, N.S.	35 2	12 5	5 6	10	Charles Cormier, Amherst, Magdalen Island, Que.
100,446	Minnie May	Canso	"	1896	Sonora, N.S	33 7	12 4	5 2	12	Wm. L. Dort, Sandy Cove, N.S.
116,536	Minnie May	Lunenburg	"	1905	Lunenburg, N.S.	49 3	16 1	7 2	29	C. Geldert, M.O., Lunenenburg, N.S.
116,503	Minnie Pearl	"	"	1904	Mahone Bay, N.S.	88 6	24 8	9 6	97	Thomas Hamm, M.O., Lunenburg, N.S.
61,578	Minnie T.	Sackville	"	1875 1905	Lemco Head, N.S. Port Elgin, N.B.	90 8	24 3	8 8	89	C. Trenholm, Port Elgin, N.B.
107,702	Minniehaha	Toronto	House-boat	1898	Penetanguishene, Ont.	42 0	23 0	3 0	133	David Davidson, Penetanguishene, Ont.

61,999	Minnow	Lunenburg	Schr—Glt	1871	Petite Rivière, N.S.	58 3	19 6	4 4	35	Hiram Chapman, Northport, N.S.
122,231	Minola	Barrington	Sloop	1905	Clark's Harbour, N.S.	32 0	11 4	5 8	13	Job E. Nickerson and Thomas Penney, Clark's Harbour, N.S.
111,574	Minota	Toronto	"	1899	Oakville, Ont	40 0	9 0	5 3	13	G. H. Aitkin, Chicago, Ill., U.S.A.
100,450	Minto	Canso	Schr—Glt	1899	Canso, N.S	42 2	13 7	6 9	18	E. C. Whitman, Canso, N.S.
107.791	Minto	St. John, N.B	"	1899	Westville, N.B	63 0	20 0	5 0	49	Wm. Arthur, Long Cove, N.B.
121,905	Mira L. Smith	Barrington	Sloop.	1906	Clark's Harbour, N.S.	33 0	12 1	6 2	14	Thomas F. Smith, Port La Tour, N.S.
100,873	Miranda B	St. John, N.B.	Schr—Glt	1893	Long Reach, N.B.	73 5	27 0	6 3	79	J. E. Moore, St. John, N.B.
111,700	Miriam F.	Liverpool	"	1902	Port Mouton, N.S	36 4	11 6	5 7	11	Smith C. Craig, Sable River, N.S.
80,775	Mittie	Sarnia	"	1881	Sarnia, Ont	54 0	15 5	4 0	18	J. J. Johnson, Boston, Mass., U.S.A.
88,402	Mizpah	Digby	"	1884	Freeport, N.S.	57 9	19 8	7 4	53	Jos. E. Gaskill, Grand Manan, N.B.
111,701	Mizpah	Lunenburg	"	1901	Mahone Bay, N.S.	93 2	25 0	9 6	100	M. B. Westhaver, *et al.*, Lunenburg, N.S.
103,326	Mizpah	Port Hawkesbury	"	1899	Cheticamp, N.S.	35 8	10 7	5 0	10	George LeBrun, Cheticamp, N.S.
85,470	Moïse	Quebec	Barge—Chd	1883	Yamaska, Que	103 4	22 6	7 3	124	Moïse Robidoux, Yamaska, Que.
116,856	Mollie	Shelburne	Schr—Glt	1905	Shelburne, N.S.	82 0	21 8	8 3	85	J. T. Thomson, Halifax, N.S.
103,599	Mollie Myrer	Charlottetown	"	1897	Souris, P.E.I	34 0	12 0	5 4	9	Socime Fouchère, Etang du Nord, Magdalen Island, Que.
100,175	Molly Bawn	Montreal	Sloop	1891	Boston, Mass., U.S.A.	26 2	9 0	4 6	4	Walter Kavanagh, Montreal, Que.
116,585	Mona	Liverpool	Schr—Glt	1903	Liverpool, N.S	128 6	32 9	12 0	299	John Millard, Liverpool, N.S.
70,281	Mona	Montreal	Barge—Chd	1874	Sorel, Que	131 1	24 5	9 0	229	John Torrence, Montreal, Que.
116,674	Mona	St. Andrews	Schr—Glt	1893	West Isles, N.B.	36 0	13 4	6 4	18	Edwin H. Richardson, West Isles, N.B.
116,851	Mona	Shelburne	"	1904	Shelburne, N.S	79 0	22 0	8 2	87	James T. Thomson, *et al.*, Halifax, N.S.
116,668	Monarch	Midland	Dredge—dragueᵉ	1906	Welland, Ont	100 0	36 0	9 3	372	The Canadian Dredge & Construction Co., Ltd., Midland, Ont.
107,998	Money Bush	Canso	Schr—Glt	1901	Port Felix, N.S	40 0	13 4	6 9	15	Thomas Richard, Port Felix, N.S.
116,282	Monica A. Thomas	Halifax	"	1903	Shelburne, N.S.	65 0	18 2	7 2	46	Charles H. Thomas, Herring Cove, N.S.
121,687	Monitor	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	32 0	11 0	6 0	10	A. Doucette, Tusket Wedge, N.S.
116,372	Monitor	Port Arthur	Schr—Glt	1862	Cheboygan, Mich., U.S.A.	130 0	30 0	8 0	214	R. Vickars, Port Arthur, Ont.

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103,276	Monkland	Chatham, N.B	Barge—Chd	1894	Chatham, N.B	106 8	28 7	6 7	148	J. B. Snowball Co., Ltd., Chatham, N.B.
100,361	Montagnais	Quebec	Sloop	1891	Isle aux Coudres, Que	37 4	14 2	5 4	17	Jacob Mailloux, Isle aux Coudres, Que.
121,665	Montagnaise	"	"	1904	Ile-aux-Coudres, Que	32 6	14 9	4 6	13	A. Tremblay, Ile-aux-Coudres, Que.
116,535	Montana	Lunenburg	Schr—Glt	1905	Lunenburg, N.S	89 8	21 6	10 0	85	J. A. Silver, M.O., Lunenburg, N.S.
103,979	Montmorency	Quebec	"	1897	Quebec, Que	68 0	21 4	6 0	51	Onesime Harvey, Grand Bay, Chicoutimi, Que.
....	Montreal	Montreal	Barge—Chd	1873	Montreal, Que	143 0	33 3	9 7	337	Montreal Transportation Co., Ltd., Montreal, Que.
121,897	Montrose	Shelburne	Schr—Glt	1906	Shelburne, N.S	113 0	30 0	11 3	198	John G. Porter, Kingston, St. Vincent, B.W.I.
80,608	Montrose	Yarmouth	"	1880	Salmon River, N.S	33 0	11 5	5 0	7	G. A. Parker, Lunenburg, N.S.
103,630	Moohauk	Quebec	Sloop	1896	Les Ecureuils, Que	37 6	13 6	5 0	16	Leon Langlois, Les Ecureuils, Que.
121,794	Mooweena	Yarmouth	"	1904	Port La Tour, N.S	32 0	11 0	6 0	10	B. C. Crowell, Port La Tour, N.S.
111,645	Moran	Lunenburg	Schr—Glt	1901	La Have, N.S	93 8	25 0	10 0	100	Elias Richard, sr., *et al.*, La Have, N.S.
83,283	Moravia	Kingston	Sloop	1882	Kingston, Ont	81 5	18 7	5 0	53	S. H. Pippin, Belleville, Ont.
107,656	Moravia	Lunenburg	Schr—Glt	1899	LaHave, N.S	100 4	25 6	10 0	99	Lemuel Smith, La Have, N.S.
122,121	Morelight	Halifax	"	1906	Forchu, N.S	66 5	18 8	7 8	52	Albert B. Hooper, Forchu, N.S.

90,639	Morell	Charlottetown	Schr—Glt	1883	Georgetown, P.E.I.	39 0	13 2	5 1	16	Edward D. Delorey, Georgetown P.E.I.
103,547	Morning Glory	Halifax	"	1896	Ship Harbour, N.S	36 6	12 3	5 0	11	W. E. Murphy, Ship Harbour, N.S.
88,230	Morning Light	Charlottetown	"	1884	Chezetcook, N.S.	44 5	16 5	6 8	28	W. G. Richards, Grand River, P.E.I.
74,065	Morning Light	Windsor, Ont	Sloop	1876	Anderson, Ont	45 6	13 0	2 4	14	H. I. Stricker, Shrewsbury, Ont.
88,669	Morning Star	Chatham, N.B	Schr—Glt	1881	Pokemouche, N.B	32 2	11 4	4 5	12	Gustave Gionet, Pokemouche, N.B.
35,548	Morning Star	Chatham, N.B.	"	1856	Shippegan, N.B.	50 0	15 4	7 3	30	A. Arseneau, M.O., Richibucto, N.B.
117,188	Morning Star	"	"	1906	Shippegan Island, N.B.	38 6	13 3	5 6	14	Romain Noel, (son of Jacques) Shippegan Island, N.B.
83,100	Morning Star	Port Hawkesbury	"	1884	Port Royal, N.S	34 8	12 2	5 2	13	Matthew Maddox, Grandigue, N.S.
72,992	Morning Star	Toronto	"	1875	Port Credit, Ont	66 0	15 9	5 7	47	Joseph Adamson, Toronto, Ont.
80,677	Moses	Montreal	Barge—Chd	1881	Montreal, Que	61 0	19 9	4 2	41	The Gilbert Blasting & Dredging Co., Ltd., Montreal, Que.
103,839	Move	Quebec	Schr—Glt	1896	Château Richer, Que	34 0	11 8	4 6	11	H. Caron, Château Richer, Que.
107,538	Mowgli	St. John, N.B.	Sloop	1895	Yarmouth, N.S	24 4	9 1	3 8	4	J. R. McFarlane and T. U. May, St. John, N.B.
80,914	Mowhawk	Prescott	Barge—Chd	1872	Garden Island, Ont	154 0	26 7	10 8	341	Alex. Rondeau, Lanoraie, Que.
83,363	Mud Lark	Quebec	"	1872	Sorel, Que	62 0	22 0	3 9	95	A. St. Pierre, Three Rivers, Que.
100,719	Mudine	Montreal	Sloop	1889	Brooklyn, N.Y., U.S.A.	26 0	9 8	2 8	5	George R. Marler, Montreal, Que.
100,631	Mudlark	Victoria	Barge—Chd	1890	Victoria, B.C	90 0	30 0	6 0	139	R. P. Rithet & Co., Ltd., Victoria, B.C.
116,868	Mudpout Scow	Ottawa	"	1904	Hull, Que	40 0	16 0	4 4	23	The E. B. Eddy Company, Ltd., Hull, Que.
111,473	Murdock Finlayson	Arichat	Schr—Glt	1900	L'Ardoise, N.S	73 1	21 1	8 8	80	Duncan Finlayson, L'Ardoise, N.S.
103,758	Muriel	Lunenburg	"	1897	Lunenburg, N.S	104 6	25 2	10 2	110	C. E. Whidden, Antigonish, N.S.
90,542	Muriel	Ottawa	Barge—Chd	1886	Montreal, Que	121 9	24 6	7 5	192	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,760	Muriel	Quebec	Yawl—Yole	1883	St. Laurent, Que	40 8	15 5	5 0	19	John D. Gilmour, Quebec, Que.
107,985	Muriel	Shelburne	Schr—Glt	1900	Sable River, N.S	49 1	15 4	6 5	25	Silas Sencabaugh, Murray Harbour, P.E.I.
117,051	Muriel G	Canso	"	1904	White Haven, N.S	41 6	15 0	6 6	21	Alden Munroe, White Haven, N.S.
122,007	Muriel M. Young	Lunenburg	Schr—Glt	1906	Lunenburg, N.S	103 8	26 1	10 2	100	John B. Young, Lunenburg, N. S.
122,103	Muriel S	Yarmouth	Sloop	1905	Cape Island, N.S.	30 0	10 6	6 0	10	Thomas Symonds, Cape Island, N.S.

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107,298	Murray B	Annapolis Royal	Schr—Glt	1901	Margaretsville, N.S.	59 0	19 7	7 1	43	J. A. Balcom, Margaretsville, N.S.
....	Muskoka	Montreal	"	1872	Chatham, Ont	149 0	26 0	11 6	481	Montreal Transportation Co., Ltd., Montreal, Que.
83,310	Myosotis	Arichat	"	1884	Port Medway, N.S	80 0	23 5	8 8	93	Alfred Boudrot, Arichat, N. S.
100,606	Myra Louise	Lunenburg	"	1893	Lockeport, N.S.	46 0	14 0	6 0	17	Armenious Strum, M.O., Mahone Bay, N.S.
85,477	Myrtle	Barrington	"	1883	Shelburne, N.S	80 5	22 7	8 8	91	G. Cunningham, Halifax, N.S.
111,668	Myrtle	Montreal	Barge—Chd	1902	Charlemagne, Que	96 4	26 4	5 3	92	The Charlemagne & Lac Ouareau, Lumber Co., Ltd., Montreal, Que.
107,801	Myrtle	St. John, N.B	Sloop	1898	St. John, N.B	26 5	8 4	3 0	5	Edward N. Herrington, St. John, N.B.
103,175	Myrtle	Shelburne	Schr—Glt	1894	Little Harbour, N.S	33 6	12 0	4 9	10	G. S. Decker, sr., Little Harbour, N.S.
116,329	Myrtle Leaf	Parrsboro'	"	1903	Spencer's Island, N.S	135 8	33 3	12 4	336	C. T. White, Apple River, N.S.
88,425	Myrtle Purdy	St. John, N.B	"	1884	Chipman, N.B	77 3	26 5	7 0	85	Willard Wilbur, New Horton, N.B.
116,897	Myrtle S.	Yarmouth	Sloop	1904	Sanford, N.S.	35.0	12.0	6.0	12	Alexander Shaw, Sanford, N.S.
90,845	Mystery	Guysboro'	Schr—Glt	1890	Guysboro', N.S.	98 0	26 5	11 0	163	John Wight, St. John's, Nfld.
85,442	Mystery	St. John, N.B.	"	1883	Cornwallis, N.B	40 0	13 2	6 0	14	Frederick Thompson, Chance Harbour, N.B.
100,640	Mystery No. 1	Victoria	Scow—Chd	1889	Vancouver, B.C.	84 0	25 8	5 0	89	T. Earle, Victoria, B.C.

100,641	Mystery No. 2	Victoria	Scow—Chd.	1889	Vancouver, B.C	76 0	24 0	5 0	74	T. Earle, Victoria, B.C.
112,318	N. N. Gray	St. Andrews	Sloop	1900		32 2	11 8	5 6	13	Wilson Finch, Campo Bello, N.B.
75,627	N. W. White	Quebec.	Schr—Glt	1878	Jordan River, N.S.	82 0	22 8	9 2	99	Joseph Samson, Quebec, Que.
97,197	N. Paul	Montreal.	Barge—Chd	1890	Sorel, Que	100 1	22 9	8 5	126	Wm. J. Poupore, Morrisburg, Ont.
116,785	Nada	Vancouver	Sloop.	1904	Sechelt, B.C.	37 0	11 5	5 4	11	John M. Holland, Vancouver, B.C.
107,681	Nadine	Montreal	Barge—Chd	1899	Toronto, Ont.	166 0	29 8	12 6	484	The Montreal Transportation Co., Ltd., Montreal, Que.
116,530	Nahada	Lunenburg	Schr—Glt	1905	Lunenburg, N.S.	88 6	24 6	9 5	94	H. Wynacht, M.O., Lunenburg, N.S.
116,392	Naiad	Sarnia	"	1863	Huron, Mich., U.S.A.	140 6	29 0	11 6	276	J. E. Williscroft, Southampton, Ont.
90,543	Naomi	Ottawa	Barge—Chd	1886	Montreal, Que.	122 5	24 6	7 6	196	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
....	Napoléon	Montreal	"	1866	Gentilly, Que.	90 8	23 1	5 9	83	Octave Lafleur, St. Jean, Que.
103,249	Napoléon	"	"	1894	Sorel, Que	104 6	22 7	8 3	167	The Robert Reford Co., Ltd., Montreal, Que.
103,629	Napoléon	Quebec.	Sloop	1895	Les Ecureuils, Que	64 8	21 4	5 7	47	A. Lemieux, Les Ecureuils, Que.
103,750	Narka	Lunenburg	Schr—Glt	1896	Lunenburg, N.S.	98 8	25 6	10 5	154	Zwicker & Co., Ltd., Lunenburg, N.S.
92,547	National	Montreal.	Sloop	1886	Pierreville, Que.	108 7	22 8	8 1	151	Mrs. E. Lalonde, Montreal, Que.
116,346	Native of Foucher	Arichat	Schr—Glt	1903	Foucher, N.S.	43 0	11 9	5 1	16	John D. McLeod, Foucher, N.S.
35,419	Nautilus	St. Andrews	"	1862	St. Andrews, N.B.	46 0	15 0	6 2	19	H. C. Harris, Centreville, N.S.
83,052	Nautilus	Shelburne	"	1877	Jordon River, N.S.	37 0	13 1	4 6	11	Freeman Payzant, Lockeport, N.S.
70,294	Nebraska	Montreal	Barge—Chd	1874	Quebec, Que.	151 5	26 8	11 2	388	Alphonse Desrosierre, Lanoraie, Que.
103,705	Nebula	Yarmouth	Schr—Glt	1896	Pubnico, N.S.	49 5	16 4	7 0	24	Nathaniel Beal, *et al.*, Grand Manan, N.B.
83,322	Ned	Ottawa	Barge—Chd	1881	Ottawa, Ont.	109 6	22 2	7 9	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,774	Negociant	Montreal	Sloop	1884	St. Thomas de Pierreville Que.	105 4	22 3	7 7	129	Urbain Laroche, Sorel, Que.
77,680	Neil Dow	Charlottetown	Schr—Glt	1878	Murray River, P.E.I.	56 7	16 4	6 7	48	Wm. Irving, Richibucto, N.B.
61,918	Nellie	Liverpool	"	1870	Ragged Island, N.S.	37 0	10 0	5 5	13	J. Corkum, La Have, N.S.

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107,638	Nellie	New Westminster	Barge—Chd	1898	Seattle, Wash., U.S.A.	28 0	8 0	3 0	5	Thomas H. Worsnop, Atlin, B.C.
107,607	Nellie	Weymouth	Schr—Glt	1901	Meteghan River, N.S.	68 0	21 0	8 2	59	L. F. Barkhouse and E. C. Bowers, Westport, N.S.
90,892	Nellie	Yarmouth	"	1889	Tusket Wedge, N.S.	68 9	20 1	7 3	59	A. O. Porter, *et al.*, Tusket Wedge, N.S.
111,427	Nellie Burns	Halifax	"	1870	Bath, Me., U.S.A	73 5	21 3	7 6	68	Daniel S. Miller, Montrose, P E.I.
112,288	Nellie D.	Digby	"	1903	Mavilette, N.S	53 8	19 0	7 7	32	Connors Bros., Ltd., Blacks Harbour, N.B.
85,665	Nellie D	Halifax	"	1881	Lunenburg, N.S.	36 2	12 7	5 7	12	Andrew Mason, Pope's Harbour, N.S.
111,782	Nellie G. Thurston	Victoria	"	1883	Gloucester, Mass., U.S.A	79 0	22 6	8 5	81	Pacific Fish & Cold Storage Co., Ltd., Nanaimo, B.C.
72,977	Nellie H. Ham	Barrington	"	1873	U.S.A.	49 5	14 7	6 3	26	Francis A. Brannen, Barrington, N.S.
71,174	Nellie Hunter	Kingston	"	1871	Dog Lake, Ont.	101 0	25 0	9 7	172	Jos. Darian, Lanoraie, Que.
103,800	Nellie J. King	Shelburne	"	1900	Shelburne, N.S.	90 0	23 3	9 2	99	George H. King, Sand Point, N.S.
107,920	Nellie L.	St. Andrews	Sloop	1900	West Isles, N.B	36 4	14 0	6 6	17	Austin Levy, Grand Manan, N.B.
116,299	Nellie M. Snow	Charlottetown	Schr—Glt	1871	Booth Bay, Me., U.S.A.	77 0	22 2	7 4	75	Jacob W. Duggan, Boston, Mass., U.S.A.
83,060	Nellie Morrow	Gaspé	"	1882	Sable River, N.S.	80 0	22 5	8 9	88	Thomas Smith Ottawa, Ont.
121,811	Nellie Myrtle	Digby	"	1905	Parker's Cove, N.S.	29 0	10 5	5 8	11	H. J. Mawhinney, Chance Harbour, N.B.

92,685	Nellie Reid	Picton, N.S	Schr—Glt	1891	Brulé, N.S	80 3	21 6	8 9	79	Charles Reid, Brulé, N.S.
92,368	Nellie Watters	St. John, N.B.	"	1887	Canning, N.S	79 5	26 5	7 0	96	John N. Smith, Coverdale, N.B.
103,559	Nelson	Montreal	Sloop	1896	St. Thomas de Pierreville, Que.	93 4	23 0	6 2	79	Zoel Yergeau, Pierreville, Que.
111,875	Nelson A.	Yarmouth	Schr—Glt	1902	Shelburne, N.S	75 0	22 0	5 9	72	H. A. Amiro, Pubnico, N.S.
88,484	Nelson River	Winnipeg	Barge—Chd	1882	Winnipeg, Man	146 4	24 5	7 2	219	The Northwest Navigation Co., Ltd. Winnipeg, Man.
117,132	Nema D	Barrington	Sloop	1904	Port La Tour, N.S	33 0	11 0	6 0	10	J. C. Brannen, M.O., Port La Tour, N.S.
....	Nemesis	Goderich	Schr—Glt	1868	Goderich, Ont	73 7	19 6	7 0	82	J. H. Spence, Southampton, Ont.
85,396	Neptune	Amherst, M.I	"	1889	Amherst, M.I., Que.	54 6	16 9	7 4	34	Alexander G. McLeod, Point Ste. Anne, N.S.
37,470	Neptune	Liverpool	"	1839	Lunenburg, N.S	48 0	15 9	7 0	27	P. D. Cohoon, East Port Medway, N.S.
103,294	Neptune	New Westminster	Barge—Chd	1894	Kootenay Lake, B.C	58 0	15 5	3 7	21	R. Yuill, Kaslo, B.C.
90,627	Nereid	Charlottetown	"	1885	Montague, P.E.I.	75 0	22 8	9 1	76	H. and W. McLaine, Nine Mile Creek, P.E.I.
80,843	Nettie B. H	Halifax	"	1880	Clam Harbour, N.S	42 5	15 5	6 3	23	Albert E. Edwards, M.O., Dartmouth, N.S.
66,724	Nettie Cole	Liverpool	"	1872	East Port Medway, N.S.	40 0	13 0	4 9	13	R. D. Gardner and Jabez Gardner, Brooklyn, N.S.
116,232	Nettie M.	Digby	Sloop	1903	Clarke's Harbour, N.S	32 5	12 0	6 0	12	Israel H. Hersey and Joseph H. Hersey, Centreville, N.S.
94,667	Nettie M. G.	Halifax	Schr—Glt	1889	Mahone Bay, N.S.	48 4	17 7	7 3	32	M. Lynch, sen., Ferguson's Cove, N.S.
69,145	Neva	"	"	1875	Ponquet, N.S	97 5	27 9	10 4	167	W. W. Clarke, Bear River, N.S.
103,539	Neva	"	"	1882	Pennant, N.S	33 5	11 0	5 5	11	E. Maryatt, Pennant, N.S.
....	Neva	Montreal	Barge—Chd	1869	Sorel, Que	91 5	18 9	5 1	92	T. Owens, Stonefield, Que.
116,552	Nevis	Maitland	Schr—Glt	1903	Noel, N.S	92 4	25 8	8 6	124	Charles N. Hines, Noel, N.S.
64,969	New Dominion	Quebec	Bgtn—Bkglt	1871 1883	St. Thomas, Montmagny, Que. Lévis, Que	87 7	25 0	10 0	134	John Weatherbie, Louisburg, N.S.
85,703	New Dominion	Wallaceburg	Schr—Glt	1868	Port Rowan, Ont	117 5	25 3	9 2	196	Geo. H. Morden, Oakville, Ont.
107,968	New Era	Liverpool	"	1900	Mahone Bay, N.S.	95 2	25 7	10 2	116	Charles V. Mackintosh, Liverpool, N.S.
100,895	New Home	Weymouth	"	1896	Church Point, N.S.	48 0	17 2	6 9	31	Arthur Doucette, *et al.*, Mavilette, N.S.
85,462	New Liverpool	Quebec	Barge—Chd	1875	Lévis, Que	103 0	21 5	8 2	114	Antoine L. Hurtubise, Montreal, Que.
112,006	New Ontario	Port Arthur	Pile-driver	1898	Duluth, Minn., U.S.A.	50 0	20 0	2 8	17	James Whelan, Port Arthur, Ont.

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94,833	News Boy	Port Medway	Schr—Glt	1877	Vinal Haven, U.S.A.	36 5	12 8	5 5	16	Calvin A. Bowlby, Port Medway, N.S.
90,568	Newsboy.	Toronto	"	1885	Bronté, Ont	67 5	18 9	4 5	40	Lemuel Dorland, Bronté, Ont.
90,861	Nicanor	Lunenburg	Bktn—Bkglt.	1886	Mahone Bay, N.S.	140 3	31 0	17 0	393	J. H. McKinnon, North Sydney, N.S.
122,008	Nicola	"	Schr—Glt	1906	Lunenburg, N.S	99 8	25 7	10 2	99	Eleazer Zinck, M.O., Lunenburg, N.S.
103,854	Nifti.	Halifax	Sloop	1897	Dartmouth, N.S	23 6	6 6	4 0	2	John M. Geldert, Halifax, N.S.
89,882	Nile.	Dorchester	Bgtn—Bkglt.	1857	Maryland, U.S.A	96 6	24 6	8 2	164	Judson Edgett, Brooklyn, N.Y., U.S.A.
107,322	Nim	Halifax.	Sloop	1897	Mahone Bay, N.S.	28 8	7 5	4 2	3	Edward C. Bethune, Halifax, N.S.
80,841	Nina	"	"	1880	Owl's Head, N.S	34 8	13 2	5 4	13	Jos. E. Parker, Owl's Head, N.S.
112,104	Nina.	Lunenburg	"	1903	Lunenburg, N.S	42 0	11 6	5 1	10	Thomas Knock and William Smith, Rose Bay, N.S.
94,830	Nina Blanche	Weymouth	"	1893	Belliveau's Cove, N.S.	50 0	17 2	7 0	31	J. A. Crocker, jr., Freeport, N.S.
121,726	IX.	Vancouver	Scow—Chd	1906	Vancouver, B.C.	90 2	30 3	7 7	104	The Union SS. Co., of British Columbia, Ltd., Vancouver, B.C.
.....	Nine (9)	Montreal.	Barge—Chd	1871	Pierreville, Que	93 5	19 2	5 5	100	N. Vigneau, Montreal, Que.
103,387	Ninety-six	Winnipeg.	"	1896	Keewatin, Ont	52 0	13 5	6 3	26	Dominion Fish Co., Ltd., Winnipeg, Man.
103,323	Nita	Port Hawkesbury	Schr—Glt	1899	Port Mulgrave, N.S.	48 0	14 6	6 6	22	R. J. McDonald, Port Hastings, N.S

122,021	Nita M	Liverpool	Schr—Glt	1906	Liverpool N.S.	72 0	20 2	8 0	62	William C. Windsor, Greenpond, Nfld.
107,628	Nith	New Westminster	Barge—Chd	1898	Vancouver, B.C.	50 0	14 6	4 0	23	The Anglo-British Columbia Packing Co , Ltd., Vancouver, B.C.
112,090	Noble H.	Lunenburg	Schr—Glt	1902	Mahone Bay, N.S.	87 8	24 7	9 4	95	Abraham Ernst, Mahone Bay, N.S.
107,588	Nogey	Lindsay	Barge—Chd	1898	Bobcaygeon, Ont.	69 7	19 4	5 0	68	Robert Kennedy, Lindsay, Ont.
74,330	Nokomis	Yarmouth	Schr—Glt	1877	Tusket Wedge, N.S.	71 7	20 4	8 3	68	N. Smith, Halifax, N.S.
103,861	Nomad	Halifax	Cutter	1898	Dartmouth, N.S.	30 2	7 8	4 5	5	C. L. Newman, Halifax, N.S.
92,636	Nonpareil	Lunenburg	Schr—Glt	1888	Lunenburg, N.S	73 6	23 0	8 9	88	Augustus Vincent, Bay St. George, Nfld.
112,319	Nonpareil	St. Andrews	"	1857	Cranberry Island, U.S.A	46 2	15 5	5 1	22	Lewis E. Morgan, Campo Bello, N.B.
92.590	Nora	Gaspé	"	1855	Gaspé, Que.	44 9	14 8	5 4	17	J. Quigley, Gaspè, Que.
116,660	Nora	Yarmouth	Sloop.	1904	Cape St. Mary's, N.S.	37 0	11 3	4 6	11	Stephen A. Doucette, M.O., Cape St. Mary's, N.S.
90,687	Nora Wiggins	"	Bktn—Bkglt.	1887	Jordan River, N.S	143 0	33 0	13 1	470	The Barkentine Nora Wiggins Co., Ltd., Yarmouth, N.S.
71,097	Norah	Belleville	Sloop	1880	Trenton, Ont.	52 0	15 0	5 0	30	R. C. Smith, Port Hope, Ont.
.....	Nore	Montreal	Barge—Chd	1866	Sorel, Que	91 9	18 9	6 1	95	F. LaRivière, Plantagenet, Ont.
100,387	Norina	Sydney	Schr—Glt	1894	St. Ann's, N.S.	47 0	17 2	7 1	31	J. McLeod, St. Ann's, N.S.
112,081	Norman	Kenora	Barge—Chd	1902	Norman, Ont.	63 0	16 0	5 8	47	Hugh Armstrong, Portage-la-Prairie, Man.
64,029	Norman B.	Digby	Schr—Glt	1870	Tiverton, N.S.	47 8	14 2	6 7	20	Abraham Lent, Freeport, N.S.
103,284	Normandy	Chatham, N.B.	"	1893	Shippegan, N.B.	35 0	12 0	4 8	11	P. Rive, Caraquet, N.B.
80,601	North America	Arichat	"	1880	Yarmouth, N.S.	91 0	24 6	9 8	119	Felix Landry, Descouse, N.S.
83,107	North Star	Charlottetown	"	1881	Chezetcook, N.S	46 8	16 5	6 8	26	Murdoch Finlayson, Pinette, P.E.I.
88,443	North Star	"	"	1884	Wine Harbour, N.S.	53 5	16 2	6 6	35	Peter Stewart, Crapaud, P.E.I.
33,603	North Star	Gaspé	"	1855	Gaspé, Que.	51 1	15 0	6 4	27	Robt. Setter, Anticosti, Que.
83,378	North West	Toronto	"	1882	Bronté, Ont.	75 5	20 0	6 0	57	Edmund Goldring and Francis Goldring, Whitby, Ont.
66,081	Northern Bridge	Quebec	"	1871	Kamouraska, Que.	46 5	13 9	5 2	20	Elzear Tremblay, St. Siméon, Que.
92,771	Northern Light	New Westminster	"	1887	New Westminster, B.C.	35 0	12 0	4 0	12	Geo. B. Main, Ladner, B.C.
72,583	Norway	Kingston	"	1873 1881	Garden Island, Ont.	135 5	26 0	11 9	332	M. Mahoney, Hamilton, Ont.

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100,332	Norwood	Maitland	Ship—3 m	1891	Maitland, N.S	235 3	42 7	24 0	1597	Alex. Roy, Maitland, N.S.
92,538	Notre Dame de Bonsecours.	Montreal	Sloop	1887	Lanoraie, Que	108 4	24 3	8 3	152	Louis E. Bonaventure, Lanoraie, Que.
55,870	Notre Dame de la Garde.	Quebec	Schr—Glt	1866	Natashquan, Que	42 0	15 7	6 5	23	S. Robertson, Spear Point, Gaspé, Que.
103,879	Notre Dame de Pierreville.	Montreal	Sloop	1897	Notre Dame de Pierreville, Que.	106 2	23 1	7 4	139	J. B. Desmarais, St. François du Lac, Que.
74,365	Nova Stella	Arichat	Schr—Glt	1877	Lockeport, N.S.	63 0	21 2	7 5	53	L. N. Poirier, Descouse, N.S.
88,342	Nova Zembla	Lunenburg	"	1883	Lunenburg, N.S	74 8	23 2	8 7	79	Jessie M. Hanson, Port Mulgrave, N.S.
107,389	No. C	Ottawa	Barge—Chd	1898	Cornwall, Ont	79 5	20 0	5 2	55	John L. Wood, Montreal, Que.
107,388	No. D	"	"	1897	Belleville, Ont	50 0	20 0	3 5	24	" "
80,678	No. 1	Montreal	"	1881	Sorel, Que	108 0	22 6	7 1	157	Narcisse Paul, Sorel, Que.
80,686	No. 1	"	"	1873	Pierreville, Que	77 0	22 0	5 5	59	M. Fréchette, Sorel, Que.
107,390	No. 1	Ottawa	"	1895	Ottawa, Ont	64 5	20 5	5 0	57	John O'Leary, Ottawa, Ont.
107,615	No. 1	"	"	1893	Ostoboning Lake, Que	37 0	16 0	3 2	14	H. F. McLachlin and Claude McLachlin, Arnprior, Ont.
103,036	No. 1	"	Scow—Chd	1889	Mattawa, Ont	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal, Que.
103,637	No. 1	"	Barge—Chd	1894	Kippewa, Que	50 0	13 0	3 0	31	Peter Whelen, Ottawa, Ont.

103,845	No. 1	Ottawa	Barge—Chd	1895	Rockland, Ont	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rockland, Ont.
100,520	No. 1	Parrsboro'	Schr—Glt	1893	St. John, N.B	147 4	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
121,931	No. 2	Halifax	Barge—Chd	1905	Dartmouth, N.S.	70 5	26 3	5 7	164	Henry Beazley, M.O., Halifax, N.S.
80,687	No. 2	Montreal	"	1873	Pierreville, Que	92 0	22 3	6 0	80	D. Lesperance, St. Aimé, Que.
121,788	No. 2	Ottawa	"	1906	Hull, Que	55 4	18 5	4 8	40	John O'Leary, Ottawa, Ont.
80,679	No. 2	Montreal	Barge—Chd	1881	Sorel, Que	108 0	22 6	7 0	155	Sincennes McNaughton Line, Ltd., Montreal, Que.
....	No. 2	"	"	1858	Montreal, Que	90 6	18 6	5 8	78	J. R. St. Amour, Montreal Que.
103,037	No. 2	Ottawa	Scow—Chd	1889	Mattawa, Ont	63 0	14 6	3 6	35	Canadian Pacific Railway Co., Montreal, Que.
107,616	No. 2	"	Barge—Chd	1893	Ostoboning Lake, Que	49 4	12 6	4 0	31	H. F. McLachlin and Claude McLachlin, Arnprior, Ont.
103,638	No. 2	"	"	1895	Ostoboning, Que	40 5	14 0	3 0	24	Peter Whelen, Ottawa, Ont.
103,846	No. 2	"	"	1895	Rockland, Ont	91 8	20 2	5 3	74	W. C. Edwards & Co., Ltd., Rockland, Ont.
100,521	No. 2	Parrsboro'	Schr—Glt	1893	Black River, N.B	146 2	35 3	10 0	433	Cumberland Railway & Coal Co., Montreal, Que.
103,038	No. 3	Ottawa	Scow—Chd	1888	Mattawa, Ont	55 0	16 0	3 4	25	Canadian Pacific Railway Co., Montreal, Que.
100,523	No. 3	Parrsboro'	Schr—Glt	1893	Gardner's Creek, N.B	146 7	35 2	10 0	431	Cumberland Railway & Coal Co., Montreal, Que.
103,039	No. 4	Ottawa	Scow—Chd	1888	Mattawa, Ont	70 0	18 0	4 0	37	Canadian Pacific Railway Co., Montreal, Que.
100,526	No. 4	Parrsboro'	Schr—Glt	1893	St. Martin's, N.B	146 8	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
122,227	No. 5	Montreal	Dredge—Drague	1904	Toronto, Ont	90 2	30 0	7 2	271	Randolph Macdonald, Toronto, Ont.
107,387	No. 5	Ottawa	Barge—Chd	1898	Hull, Que	34 0	16 0	2 6	7	Hugh Fleming, Cornwall, Ont.
100,529	No. 5	Parrsboro'	Schr—Glt	1893	Black River, N.B	146 6	35 1	10 5	443	Cumberland Railway & Coal Co., Montreal, Que.
122,228	No. 6	Montreal	Dredge—Drague	1902	Coteau du Lac, Que	71 1	30 1	4 9	171	Randolph Macdonald, Toronto, Ont.
112,327	No. 6	Parrsboro'	Schr—Glt	1903	Parrsboro', N.S	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.
116,324	No. 7	"	"	1903	Parrsboro', N.S	170 0	35 4	12 5	536	Cumberland Railway & Coal Co., Montreal, Que.
....	No. 24	Montreal	Barge—Chd	1862	Sorel, Que	94 5	19 0	6 9	110	Sincennes McNaughton Line, Ltd., Montreal, Que.
107,383	No. 31	Ottawa	Scow—Chd	1898	Hull, Que	40 9	16 0	3 6	17	E. G. Laverdure, Ottawa, Ont.
107,384	No. 33	"	"	1898	"	40 9	16 0	3 6	17	" "

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......	No. 38	Montreal	Barge—Chd	1870	Sorel, Que	91 1	18 8	6 0	90	Louis Gareau, Lachine, Que.
117,171	No. 41	Windsor, Ont	Scow—Chd	1891	Saginaw, Mich., U.S.A	112 5	25 5	8 6	247	A. F. Bowman, *et al.*, J.O., Southhampton, Ont.
117,172	No. 42	〃	〃	1891	〃 〃	112 5	25 3	8 6	245	〃 〃
107,263	No. 1 Calumet	Ottawa	Barge—Chd	1898	Aylmer, Que	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,264	No. 2 Calumet	Ottawa	Barge—Chd	1898	Aylmer, Que	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,617	No. 5 Deep River	〃	〃	1899	Pembroke, Ont	52 3	13 2	3 0	28	〃 〃 〃
107,618	No. 6 Deep River	〃	〃	1899	〃	52 3	13 2	3 0	28	〃 〃 〃
107,261	No. 1 Quyon	〃	〃	1898	Quyon, Que	51 5	12 2	3 0	32	〃 〃 〃
107,262	No. 2 Quyon	〃	〃	1898	〃	51 5	12 2	3 0	32	〃 〃 〃
122,136	Nyctia	Yarmouth	Sloop	1905	Shag Harbour, N.S	30 0	11 0	6 0	10	Edgar Adams, Shag Harbour, N.S.
59,367	Nymph	St. Andrews	Schr—Glt	1875	Grand Manan, N.B	34 0	12 5	4 8	11	Robert Spear, Eastport, Me., U.S.A.
83,168	Nymphæa	Lunenburg	Yawl—Yole	1872	Halifax, N.S	32 6	9 4	3 8	6	F. D. Corbett, Halifax, N.S.

96,770	O. L. B	Port Hawkesbury	Schr—Glt	1893	Cheticamp, N.S.	37 1	11 7	5 0	12	G. Boudrot, Cheticamp, N.S.
116,802	O. P.	Sorel	Sloop	1904	Sorel, Que	103 1	23 3	6 4	118	Oliver Paul, Sorel, Que.
77,571	O. E. Owens	Montreal	Barge—Chd	1877	Hull, Que	90 4	19 5	6 2	85	W. Owens and T. Owens, Stonefield, Que.
94,779	O. P. Silver	Lunenburg	Schr—Glt	1889	Lunenburg, N.S.	76 6	23 6	8 6	70	Edward LeBlanc, West Arichat, N.S.
54,139	Ocean Belle	Halifax	"	1866	Chezetcook, N.S.	41 8	14 7	6 1	20	E. McCallum, Bryon Island, M.I., Que.
85,632	Ocean Belle	Victoria	Schr—Glt	1883	Lunenburg, N.S	74 4	22 5	9 2	87	Victoria Sealing Co., Ltd., Victoria, B.C.
121,689	Ocean Belle	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 0	6 0	10	B. J. Newell, Cape Island, N.S.
75,427	Ocean Bird	Annapolis Royal	Schr—Glt	1878	Granville, N.S	60 3	19 1	7 0	44	F. E. Atchison and L. H. Ray, Margaretsville, N.S.
37,573	Ocean Bride	Gaspé	"	1855	LaHave, N.S.	38 9	14 3	5 9	21	John Gleason, Natashquan, Que.
64,018	Ocean Bride	Halifax	"	1872	Little River, N.S.	47 4	16 4	6 3	23	Henry Richard, Arichat, N.S.
83,398	Ocean Child	"	"	1879	Chezetcook, N.S.	41 8	15 0	5 5	19	Jas. W. Meisner, Chezetcook, N.S.
75,602	Ocean Lily	Digby	"	1877	Clare, N.S.	29 4	15 4	5 6	17	Albert Morrell, *et al.*, Westport, N.S.
80,883	Ocean Queen	St. Andrews	Sloop	1860	Boston, Mass., U.S.A.	48 8	16 0	6 1	21	Wm. Benson, Grand Manan, N.B.
103,485	Ocean Rover	Victoria	Schr—Glt	1896	Cordova Bay, B.C	67 7	19 9	9 2	55	Victoria Sealing Co., Ltd., Victoria, B.C.
122,104	Ocean Spray	Yarmouth	Sloop	1906	Cape Island, N.S.	30 0	11 5	6 0	11	Charles E. Atkinson, Cape Island, N.S.
116,502	Oceanic	Lunenburg	Schr—Glt	1904	Lunenburg, N.S	95 5	25 5	10 0	99	Reuben Ritcey, M.O., La Have, N.S.
103,568	Octavie	Montreal	Barge—Chd	1896	Notre Dame de Pierreville, Que.	108 0	22 8	8 8	108	Ubald Laferriere, Pierreville, Que.
69,692	Odd Fellow	Annapolis Royal	Schr—Glt	1876	Granville, N.S.	54 9	17 7	7 1	34	Wentworth E. Roscoe, Kentville, N.S.
78,004	Ogema	Winnipeg	Barge—Chd	1885	Selkirk, Man	83 6	15 9	5 4	44	Wm. Robinson, Winnipeg, Man,
80,663	Oka	Montreal	"	1881	Sorel, Que	98 0	22 6	8 9	141	O. Gatineau, Contrecœur, Que.
103,029	Olga	Parrsboro'	Schr—Glt	1896	Port Greville, N.S.	85 4	25 0	6 0	79	Wm. McGrath, Parrsboro', N.S
94,837	Olga	St. Andrews	"	1889	West Isles, N.B	31 2	11 5	5 5	11	Lincoln Richardson, West Isles, N.B.
107,358	Olive A	Sydney	"	1899	Scatarie, N.S.	42 0	14 2	7 0	19	Robert Spencer, Port Morien, N.S
75,570	Olive Branch	Lunenburg	"	1877	Aspotogan, N.S.	37 0	13 2	5 8	14	J. E. Shatford, St. Margaret's Bay, N.S.
74,387	Olive Branch	Toronto	"	1875	Port Credit, Ont.	51 0	14 0	4 5	16	Mrs. Charlotte Reid, Township of Toronto, Ont.

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122,044	Olive C.	St. Andrews	Sloop.	1906	Seeleys Cove, N.B.	41 3	16 0	7 0	26	Thomas Carter, Seeleys Cove, N.B.
61,630	Olive J.	Halifax	Schr—Glt	1881	Coddle's Harbour, N.S.	62 3	20 3	8 4	57	James Malcolm, Port Malcolm, N.S.
112,378	Olive S.	Arichat	"	1902	Arichat, N.S.	34 0	12 4	6 0	17	Milton Sangster, New Harbour, N.S.
92,384	Oliver Mowatt	Bowmanville	"	1873	Kingston, Ont.	116 0	23 8	9 8	170	John McClennan, *et al.*, Bowmanville, Ont.
85,999	Olivia	Digby	"	1882	Cambridge, N.B.	79 0	26 8	8 1	93	Elias Rawding, *et al.*, Clementsport, N.S.
85,428	Olivia Abbey	St. Catharines	Scow—Chd.	1884	Port Robinson, Ont.	100 0	23 0	5 0	88	John Bradley, Merritton, Ont.
74,398	Olympia	Toronto	Schr—Glt	1879	Bronté, Ont.	57 0	15 5	3 6	23	Wm. R. Crosby, *et al.*, Port Credit, Ont.
97,061	Omega	Charlottetown	"	1891	Murray Harbour, P.E.I.	72 3	22 3	8 4	82	Neil Sutherland, St. Peter's, N.S.
100,743	Omega	Windsor, N.S.	"	1896	Cheverie, N.S.	112 0	30 1	10 4	199	E. A. H. Haggart, Kingston, Jamaica, B.W.I.
107,196	Omega	Winnipeg	Barge—Chd	1897	Kenora, Ont.	40 0	10 2	3 9	10	C. E. Neads, Kenora, Ont.
80,913	Onandaga	Prescott	"	1870	Garden Island, Ont.	135 0	26 5	12 0	320	Canadian Towing & Transportation Co., Ltd., Montreal, Que.
103,381	One	Winnipeg	"	1895	Kenora, Ont	56 5	14 3	6 3	17	Rainy River Navigation Co., Ltd., Kenora, Ont.
....	One (1).	Montreal.	"	1857	Sorel, Que.	125 2	26 5	8 5	71	Harbour Commissioners, Montreal, Que.
....	One (1) Pierreville	"	"	1870	Pierreville, Que.	94 7	18 8	6 1	106	P. Laplante, Lachine, Que.

61,916	Only Son	Liverpool	Schr—Glt	1871	East Port Medway, N.S.	39 0	14 5	6 0	16	Wilbert Young, *et al.*, Mill Cove, N.S.
94,732	Only Son	Windsor, N.S.	"	1889	Isle Haute, N.S.	33 6	12 4	5 0	13	J. Gordon, Margaretsville, N.S.
77,775	Ontario	Goderich	"	1867	Goderich, Ont.	105 0	23 0	9 5	150	Francis Granville, Southampton, Ont.
....	Ontario	Kingston	"	1868	Dog Lake, Ont.	56 6	17 5	4 7	56	J. Swift, Kingston, Ont.
....	Ontario	"	Barge—Chd	1867	Bedford Mills, Ont.	103 2	22 6	5 8	122	The Canadian Construction Co., Ltd., Montreal, Que.
94,786	Ontario	Lunenburg	Schr—Glt	1889	Lunenburg, N.S.	76 0	23 6	8 5	89	Henry McFatridge, Bay St. George, Nfld.
70,291	Ontario	Montreal	Barge—Chd	1874	Lancaster, Ont	126 8	27 0	9 8	228	P. Laplante, Lachine, Que.
72,100	Ontario	Windsor, N.S	Bk—Bq	1876	Hantsport, N.S.	160 7	35 3	20 1	825	D. Munro, M.O., Windsor, N.S.
71,397	Onward	Parrsboro'	Schr—Glt	1878	Parrsboro', N.S.	40 4	14 9	5 9	16	Edwin Lake, Cheverie, N.S.
103,258	Onward	St. John, N.B.	"	1895	Waterborough, N.B.	77 5	27 0	7 0	92	J. L. Colwell, *et al.*, Jemseg, N.B.
75,716	Onward	Yarmouth	"	1877	Richmond, N.S.	36 8	13 8	4 9	11	W. Cheney, Grand Manan, N.B.
97,021	Onward	"	"	1884	Smith's Cove, N.S	37 0	11 7	4 0	10	James M. Davis, Yarmouth, N.S.
85,553	Onyx	Liverpool	"	1884	Tusket, N.S	93 2	24 4	9 8	99	F. W. Hatt, Liverpool, N.S.
122,052	Opal	Chatham, N.B.	"	1904	Shippegan Island, N.B.	35 0	12 4	4 4	10	Pierre Chiasson, Shippegan Island, N.B.
111,690	Ophelia	Shelburne	"	1902	Shelburne, N.S.	103 0	24 8	9 0	136	Andrew King, Halifax, N.S.
111,704	Ophir	Lunenburg	"	1901	Petite Rivière, N.S.	91 4	24 6	9 2	99	J. Norman Rafuse, *et al.*, La Have, N.S.
121,658	Ora Nickerson	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	35 0	11 2	6 0	12	Wm. H. Nickerson, Tusket Wedge, N.S.
....	Ora	Montreal	Barge—Chd	1860	Montreal, Que	95 0	19 0	6 0	95	Antoine Bertrand, Vaudreuil, Que.
100,245	Oracle	Halifax	Schr—Glt	1894	Sambro, N.S	41 2	13 8	5 9	18	Stannage Publicover, West Dublin, N.S.
103,728	Orcas	Parrsboro'	"	1897	Port Greville, N.S.	66 3	21 2	6 0	53	Henry Hatfield, Port Greville, N.S.
116,509	Oreda	Lunenburg	"	1904	Lunenburg, N.S.	44 4	13 6	7 0	16	Henry Selig, M.O., Vogler's Cove, N.S.
112,106	Oregon	"	"	1903	" "	94 6	25 0	10 0	99	Austin Creaser, La Have, N.S.
85,562	Oresa	Halifax	"	1883	Port Saxon, N.S.	40 0	13 4	5 5	14	J. F. Proctor, Port Malcolm, N.S.
103,194	Oressa	Liverpool	"	1894	Port Mouton, N.S	32 0	12 1	5 3	10	J. P. Smith, *et al.*, East Port Medway, N.S.
112,120	Oressa Belle	Lunenburg	"	1903	Lunenburg, N.S.	89 6	25 0	9 5	95	Peter B. Zwicker, Mahone Bay, N.S.

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85,303	Orient	Montreal	Barge—Chd	1883	Montreal, Que	104 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.
103,176	Orient	Shelburne	Schr—Glt	1890	Vogler's Cove, N.S.	30 8	11 1	5 2	10	Jas. A. Ringer, Little Harbour, N.S.
57,473	Orilla	Annapolis Royal	″	1870	Clements, N.S	45 0	15 5	5 3	23	Henry R. Weaver, Digby, N.S.
83,422	Orinoco	Digby	″	1882	Gilbert Cove, N.S.	75 6	23 0	9 4	99	Alfred Morrell, Digby, N.S.
121,893	Orinoco	Shelburne	″	1906	Lockeport, N.S.	32 5	12 7	6 1	15	James B. Benham, M.O., Lockeport, N.S.
103,004	Oriole	Chatham, N.B	″	1890	Shippegan, N.B	34 0	12 2	4 4	11	T. Ahier, Shippegan, N.B.
96,977	Oriole	Halifax	″	1892	Lockeport, N.S	56 0	19 6	7 6	43	J. F. Rood, Halifax, N.S.
88,427	Oriole	St. John, N.B	″	1884	St. John, N.B	89 0	26 7	7 9	124	F. W. & J. E. Fitzgerald, St. John, N.B.
92,435	Oriole	Toronto	″	1886	Toronto, Ont	85 7	20 4	8 5	50	George Gooderham, Toronto, Ont.
80,970	Orion	Halifax	″	1881	Gabarouse, N.S.	43 6	15 2	5 8	24	Joseph Pelrine, Sr., Larry River, N.S.
112,311	Oronhyatekha	St. Andrews	″	1902	Back Bay, N.B.	38 2	15 0	6 2	21	Miss Blanche McGee, Back Bay, N.B.
83,280	Osberga	Maitland	Bk—Bq	1884	Maitland, N.S	195 0	37 6	22 5	1116	Adams McDougall, Truro, N.S.
90,439	Oscar F	Barrington	Schr—Glt	1902	Bear Point, N.S	43 5	13 5	3 7	18	David E. Loomer, Tiverton, N.S.
97,156	Oscar and Hattie	Victoria	″	1884	Essex, Mass., U.S.A	79 2	22 3	8 6	81	Victoria Sealing Co., Ltd., Victoria, B.C.

92,550	Oscor.	Montreal	Barge—Chd	1888	Valleyfield, Que	96 4	18 8	8 6	122	Hiram Easton, Merrickville, Ont.
88,249	Osirus	Deseronto	"	1892	Deseronto, Ont.	109 5	26 5	6 1	106	P. Larkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
112,285	Ospray	Digby	Schr—Glt	1902	Port Maitland, N.S.	32 6	10 6	6 0	16	W. H. Adams, Port Maitland, N.S.
103,005	Osprey	Chatham, N.B.	"	1889	Shippegan, N.B.	33 0	12 6	4 4	10	T. Ahier, Shippegan, N.B.
103,349	Osprey	Montreal	Sloop	1888	Toronto, Ont.	22 4	7 6	1 8	2	C. L. Shorey, Montreal, Que.
116,645	Osprey	Ottawa	Schr—Glt	1896	Shelburne, N.S.	110 0	24 6	10 3	125	Minister of Marine and Fisheries Ottawa, Ont.
103,395	Oswego	Deseronto	Barge—Chd	1903	Oswego, N.Y., U.S.A.	.....	...	.....	130	The Rathbun Co., Deseronto, Ont.
103,268	Otis Miller	Dorchester	Schr—Glt	1896	Waterborough, N.B.	79 9	27 1	7 6	98	F. C. Palmer, M.O., Dorchester, N.B.
111,882	Otonabee	Peterboro'	Barge—Chd	1904	Peterboro,' Ont	76 0	17 6	5 0	55	Henry Calcutt, Peterboro', Ont.
107,736	Ottawa	Kingston	Dredge—Drague	1889	Cornwall. Ont.	76 5	26 2	6 6	130	Edward Manley, *et al.*, J.O., Thorold, Ont.
80,585	Otter	Toronto	Scow—Chd.	1879	Gravenhurst, Ont.	72 0	18 6	5 0	51	J. G. Ross, Quebec, Que.
103,375	Otter	Winnipeg	Schr—Glt	1891	Fort Alexander, Man.	36 4	11 5	3 3	10	Robert Henderson, Fort Alexander, Man.
94,954	Otto	Victoria	"	1889	Mahone Bay, N.S.	71 3	23 5	9 2	86	Victoria Sealing Co., Ltd., Victoria, B.C.
116,679	Onida	St. Andrews	Sloop	1896	West Isles, N.B	37 7	13 0	5 0	17	Wm. Russell and Grovenor Cook, J.O., Grand Manan, N.B.
85,652	Our Hope	Charlottetown	Schr—Glt	1883	Chezetcook, N.S.	49 8	18 5	7 2	36	Edward Dicks, Georgetown, P.E.I.
88,318	Our Maud	Quebec	"	1885	Little Métis, Que.	61 6	17 0	6 0	30	Horace Duchêne, St. Irenée, Que.
....	Ouse	Montreal	Barge—Chd	1869	Sorel, Que	91 3	18 9	5 1	91	T. Owens, Stonefield, Que.
116,296	Outlook	Charlottetown	Schr—Glt	1903	Souris, P.E.I.	44 0	13 0	6 2	21	Hugh Jackson, Murray Harbour, P.E.I.
72,560	Ox.	Kingston	Barge—Chd	1873	Kingston, Ont	104 0	22 9	6 7	130	Alex. Gunn, Kingston, Ont.
112,257	P. S. Co. I	Vancouver	Scow—Chd.	1903	Vancouver, B.C.	45 0	15 6	3 8	22	Packers' Steamship Co., Ltd., Vancouver, B.C.
112,258	P. S. Co. II	"	"	1903	"	46 3	15 6	3 8	22	" " "
112,259	P. S. Co. III	"	"	1903	"	52 5	17 2	4 1	43	" " "
116,421	P. S. Co. IV	"	"	1903	"	49 7	16 2	4 2	27	" " "

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116,422	P. S. Co. V	Vancouver	Scow—Chd	1903	Vancouver, B.C	51 0	18 2	4 2	33	Packers' Steamship Co., Ltd., Vancouver, B.C.
116,423	P. S. Co. VI	"	"	1903	"	42 0	16 1	4 2	22	" " "
116,426	P. S. Co. VII	"	"	1903	"	48 0	16 1	4 1	25	" " "
116,427	P. S. Co. VIII	"	"	1903	"	42 1	16 1	4 1	20	" " "
116,428	P. S. Co. IX	"	"	1903	"	55 0	18 1	4 1	52	" " "
116,429	P. S. Co. X	"	"	1903	New Westminster, B.C	50 0	16 0	4 0	29	" " "
116,430	P. S. Co. XI	"	"	1903	" "	50 0	16 0	4 0	29	" " "
116,431	P. S. Co. XII	"	"	1903	" "	50 0	16 0	4 0	29	" " "
116,432	P. S. Co. XIII	"	"	1903	" "	50 0	16 0	4 0	29	" " "
116,433	P. S. Co. XIV	"	"	1903	" "	50 0	16 0	4 0	29	" " "
116,434	P. S. Co. XV	"	"	1903	" "	56 0	17 0	4 1	35	" " "
116,435	P. S. Co. XVI	"	"	1903	" "	56 0	17 0	4 1	35	" " "
116,436	P.S. Co. XVII	"	"	1903	" "	60 0	18 0	4 2	42	" " "
116,437	P. S. Co. XVIII	"	"	1903	" "	60 0	18 0	4 2	42	" " "

116,461	P.S. Co. XIX	Vancouver	Scow—Chd	1902	Vancouver, B.C	75 2	28 0	6 0	101	Packers' Steamship Co., Ltd., Vancouver, B.C.
107,633	P. Co. No. 1.	New Westminster	Barge—Chd	1898	New Westminster, B.C.	60 0	14 0	3 0	23	Jas. D. Burn, M.O., New Westminster, B.C.
107,634	P. Co. No. 2.	"	"	1898	"	60 0	14 0	3 0	23	" " "
111,815	P. No. 3.	Vancouver	Scow—Chd.	1899	Vancouver, B.C	48 0	18 0	4 0	29	Robert D. Paterson, Vancouver, B.C.
100,904	P.T.S.	Chatham, N.B	"	1892	Caraquet, N.B	34 0	12 3	4 6	11	Jos. N. LeBouthillier, Caraquet, N.B.
111,573	P. B. Locke	Toronto	"	1888	Toledo, Ohio, U.S.A	134 3	26 0	11 4	305	Michael J. Haney, Toronto, Ont.
61,979	P. C. Hill	Halifax	Schr—Glt	1870	Jeddore, N.S	45 0	15 6	6 2	26	Philip Young, Petpeswick, N.S.
88,580	P. Bennet	Kingston	"	1869	Port Rowan, Ont	89 0	21 6	7 0	83	Collin's Bay Rafting & Forwarding, Co., Ltd., Kingston, Ont.
88,298	P. Cormier	Quebec	Barge—Chd	1884	St. Michel d'Yamaska, Que.	105 3	22 3	8 0	142	Mrs. Jeanne C. Cormier, Sorel, Que.
66,060	P. Fortin	"	Schr—Glt	1872	Ste. Anne des Monts, Que.	70 0	20 5	9 7	79	Winceslas Taché, St. Ireneé, Que.
80,670	P. Girard	Ottawa	Barge—Chd	1881	Monte Bello, Que	106 8	22 5	6 7	142	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
111,866	P. Whelan	"	"	1902	Hull, Que.	108 5	23 6	8 0	146	" " "
111,639	Pacific	Lunenburg	Schr—Glt	1901	Shelburne, N.S.	86 0	24 0	9 2	99	Norman Smith, La Have, N.S.
......	Pacific.	Montreal	Barge—Chd	1873	Yamaska, Que	104 8	22 8	9 2	171	Louis Delisle, Valleyfield, Que.
100,515	Packet	Parrsboro'	Schr—Glt	1892	Spencer's Island, N.S	66 1	21 1	7 3	49	J. H. Longmire, Bridgetown, N.S.
107,930	Pactolus	New Westminster	Barge—Chd	1900	Yale, B.C	80 0	42 0	7 0	670	Yale Dredging Co., Ltd., Glasgow, Scotland.
80,889	Paixham	St. Andrews	Schr—Glt	....	Isle Haute, Me., U.S.A.	31 0	10 0	4 8	9	T. H. Smith, West Isles, N.B.
94,890	Palais Flottant	Montreal	Scow—Chd	1886	Sorel, Que	47 2	15 6	2 2	26	Wm. Paul, Sorel, Que.
112,124	Palanda.	Lunenburg	Schr—Glt	1903	Mahone Bay, N.S.	82 0	23 8	9 0	78	Chas. U. Mader, *et al.*, Mahone Bay, N.S.
111,642	Palatia	"	"	1901	Lunenburg, N.S	89 6	24 0	9 7	95	Charles L. Silver, *et al.*, Lunenburg, N.S.
100,297	Palma	Chatham, N.B	"	1892	Shippegan, N.B	36 9	13 3	4 6	14	Thos. Ahier, Shippegan, N.B.
111,716	Palma	Lunenburg	"	1901	Lunenburg, N.S	123 5	29 1	11 0	250	J. H. Shankle, *et al.*, La Have, N.S.
111,725	Palmetto.	"	"	1901	La Have, N.S	89 0	24 6	9 5	98	Charles Smith, Lunenburg, N.S.
92,724	Paloma	Toronto	Barge—Chd	1885	Bobcaygeon, Ont	99 0	22 7	5 6	122	Trent Valley Navigation Co., Ltd., Bobcaygeon, Ont.
100,246	Panchita.	Halifax	Schr—Glt	1866	San Felin, Spain	97 5	25 6	13 9	252	The Dominion Coal Co., Ltd., Glace Bay, N.S.

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100,486	Pandora	Lunenburg	Schr—Glt	1892	Lunenburg, N.S	66 5	20 8	8 1	53	Abram Cook, Lunenburg, N.S.
100,078	Pandora	St. John, N.B.	"	1891	Greenwich, N.B.	83 6	27 0	7 3	98	Charles S. Smith, St. Martins, N.B.
100,241	Pansy	Halifax	"	1894	Mahone Bay, N.S.	47 6	16 8	6 8	32	Wm. Kennedy, M.O., Bay of Islands, Nfld.
72,316	Pansy	St. John, N.B.	"	1877 1899	Canning, N.B	73 8	26 3	6 8	76	R. N. M. Robertson, St. John, N.B.
41,922	Paragon	Liverpool	"	1853	Port Medway, N.S.	56 5	17 2	6 9	35	Wm. Gosbee, Canso, N.S.
112,113	Parana	Lunenburg	"	1903	La Have, N.S.	92 6	24 5	9 4	99	Daniel Lohnes, *et al.*, La Have, N.S.
100,996	Parisian	Chatham, N.B.	"	1889	Shippegan, N.B	34 0	12 6	4 4	10	Jos. W. Boudreau, M.O., Elm Tree, N.B.
107,403	Parisien	Montreal	Sloop	1898	St. Thomas de Pierreville, Que.	85 6	19 9	5 0	65	Aime Gervais, St. Michel d'Yamaska Que.
90,615	Parlee	Moncton	Schr—Glt	1855	Bucksport, Me., U.S.A.	96 9	25 2	8 5	124	John Cullinan, M.O., St. John, N.B.
85,337	Parthenia	Port Medway	"	1882	Lunenburg, N.S	79 8	24 0	9 6	99	A. A. Moore and R. H. Jenkins, Charlottetown, P.E.I.
74,386	Parthenon	Toronto	"	1877	Oakville, Ont.	62 0	18 5	6 5	56	Robert McDonald, M.O., Hallowell, Ont.
90,877	Partridge	Yarmouth	"	1887	Sluice Point, N.S.	64 5	19 6	7 5	47	Joseph Goicoltchea, Arichat, N.S.
......	Passport	Montreal	Barge—Chd	1864	St. Bonaventure, Que.	86 4	22 6	5 7	74	F. Labelle, Sorel, Que.
107,533	Pastime	St. John, N.B.	Sloop	1897	St. John, N.B.	24 3	8 6	2 7	3	E. D. N. Sears, St. John, N.B.

100,776	Patrick	Chatham, N.B.	Schr—Glt	1890	Caraquet, N.B.	36 0	12 2	5 0	11	P. Rive, Caraquet, N.B.
100,187	Patriot.	Montreal	Sloop	1891	Pierreville, Que.	93 4	22 2	5 5	90	Fredreck Lamirande, Wickham West, Que.
94,857	Patriot.	Port Hawkesbury	Schr—Glt	1890	Advocate, N.S.	84 5	26 1	7 8	107	Jos. O. Hardy, Gabarouse, N.S.
....	Paul.	Montreal	Barge—Chd	1873	Yamaska, Que.	102 8	21 5	6 6	97	J. B. St. Jean, Sorel, Que.
111,614	Paulette	Quebec.	Schr—Glt	1901	Bergeronnes, Que	52 8	15 9	6 0	27	Chas. Dumais, Ile Verte, Que.
107,317	Pearl	Halifax	″	1899	Wine Harbour, N.S.	48 8	15 5	6 7	30	Lewis Murphy, Pleasant Harbour, N.S.
100,231	Pearl	″	″	1893	Mahone Bay, N.S.	43 5	13 2	5 4	17	Renny De Gnas, West Arichat, N.S.
112,125	Pearl	Lunenburg	″	1903	La Have, N.S.	38 4	13 5	5 8	14	John A. McKenzie, Murray Harbour, N.S.
100,723	Pearl	Montreal	Catboat	1887	Bristol, Que,	15 6	7 6	2 0	1	Wm. G. Ross, Montreal, Que.
96,755	Pearl.	St. John, N.B	Schr—Glt	1889	Rexton, N.B.	62 6	22 6	6 1	55	Henry G. McDougall, St. George, N.B.
111,414	Pearl Eveline	Lunenburg	″	1900	Shelburne, N.S.	100 0	25 0	9 7	99	Nathaniel Smith, M.O., Halifax, N.S.
88,215	Peep O'Day	Halifax	″	1878	Dover, N.S.	39 8	12 5	6 0	12	A. Publicover, Dover, N.S.
111,712	Peerless	Lunenburg	″	1901	Lunenburg, N.S.	90 6	24 8	9 5	95	Zwicker & Co., Ltd., Lunenburg, N.S.
85,371	Peerless	Yarmouth	Bktn—Bkglt.	1882	Londonderry, N.S.	123 2	30 7	11 9	278	Benjamin Davis, Yarmouth, N.S.
103,778	Pelican.	Chatham, N.B.	Schr—Glt	1897	Shippegan, N.B.	36 7	12 3	5 2	13	Wm. Fruing & Co., Ltd., Jersey.
103,994	Pelican.	St. Andrews	Sloop.	1896	Meteghan, N.S.	40 6	14 5	7 0	21	James A. Calder, Campo Bello, N.B.
116,930	Pelly	Victoria	Barge—Chd	1905	White Horse, Y.T.	106 0	34 3	5 5	169	British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,351	Percy Roy	Port Medway	Schr—Glt	1903	Shelburne, N.S.	89 0	23 6	9 5	99	John F. Wolfe, Port Medway, N.S.
103,747	Perfect	Halifax	″	1896	La Have, N.S.	64 3	20 8	7 8	54	Andrew King, Halifax, N.S.
92,518	Peril.	St. Andrews	″	1888	Pennfield, N.B.	37 0	12 9	5 3	18	Martin Eldridge, Pennfield, N.B.
116,906	Perry C.	Parrsboro'	″	1906	Port Greville, N.S.	134 5	32 1	10 8	287	John W. Cochrane, M.O., Fox River, N.S.
61,410	Perseverance	Chatham, N.B	″	1871	Shippegan, N.B.	39 1	12 9	5 1	14	Malcolm McPhail, Wellington, N.B.
116,745	Perseverance.	Halifax	″	1905	Mahone Bay, N.S.	43 4	12 3	5 8	12	E. E. Shatford, Indian Harbour, N.S.
85,451	Perseverance.	Quebec.	″	1877	Ste. Croix, Que.	65 8	20 6	5 8	48	Hermenegilde Caron, Tadousac, Que.
103,122	Perseverance	St. Andrews	″	1895	St. Patrick, N.B.	48 6	16 9	4 8	21	Geo. D. Grimmer, St. Andrews, N.B.

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92,485	Persia	Windsor, N.S.	Bktn—Bkglt.	1886	Hantsport, N.S.	155 7	35 9	17 0	578	W. H. Baxter, Canning, N.S.
107,799	Pert.	St. John, N.B	Sloop	1897	St. John, N.B.	25 2	8 0	3 1	4	G. D. Coyle, St. John, N.B.
92,386	Peruvian	Kingston	"	1888	Seely's Bay, Ont	97 0	18 0	4 5	54	Mathew Ryan, Smith's Falls, Ont.
122,022	Pescawha	Liverpool	Schr—Glt.	1906	Liverpool, N.S.	90 0	23 0	9 4	98	John Millard, Liverpool, N.S.
37,497	Petit Rivere	"	"	1857	Petite Rivière, N.S.	59 8	18 5	7 5	40	N. Swain, Barrington, N.S.
121,869	Petite	Lunenburg	"	1906	Mahone Bay, N.S.	65 6	20 4	7 8	61	John D. Sperry, M.O., Petite Riviere, N.S.
103,764	Petrel	Chatham, N.B	"	1896	Shippegan, N.B.	36 0	12 0	4 8	12	T. Ahier, Shippegan, N.B.
100,213	Petrel	Halifax	Schr—Glt	1891	Dartmouth, N.S.	72 4	17 9	10 5	50	John Hayes, Halifax, N.S.
59,327	Petrel	St. Andrews	"	....	Tremont, Me., U.S.A.	34 0	10 8	5 6	13	J. Wm. Holland, Lepreaux, N.B.
92,588	Petrol	Gaspé	"	1894	Grand River, Que.	36 6	12 0	5 2	13	J. W. Leblanc, Grand River, Que.
61,399	Phantom	Chatham, N.B.	"	1871	Miramichi, N.B.	47 6	14 2	5 7	17	John Read, Tidnish, N.S.
100,510	Phantom No. 2.	Victoria	Scow—Chd.	1891	Victoria, B.C.	70 0	26 0	6 0	77	J. A. Sayward, Victoria, B.C.
100,870	Philip Kearney	Quebec	Barge—Chd	1881	Northumberland, N.Y., U.S.A.	94 8	18 4	8 2	119	Wm. Price, Quebec, Que.
71,645	Philippe	Montreal	Sloop	1873	Yamaska, Que	96 6	22 3	6 3	99	A. Turcotte, St. Edouard, Que.

103,248	Philippe	Montreal	Barge—Chd	1894	Sorel, Que.	106 0	1 7	8 2	131	Sincennes McNaughton Line, Ltd., Montreal, Que.
80,665	Philippe	Ottawa	„	1881	„	108 0	22 0	7 2	154	M. Beaton, Cumberland, Ont.
116,804	Philippe	Sorel	„	1905	Sorel, Que.	97 0	21 7	5 6	87	A. P. E. Lanctot, Sorel, Que.
80,575	Philomen	Windsor, Ont.	Schr—Glt	1882	Belle River, Ont.	69 0	17 2	3 6	38	H. Perrault, Detroit, Mich., U.S.A.
55,931	Philomène	Quebec	Barge—Chd	1863	Grondines, Que.	84 0	24 0	7 5	101	Germain Fougère, Champlain, Que.
69,580	Philomène	„	Schr—Glt	1873	Baie St. Paul, Que	51 0	15 0	7 1	28	H. Castonguay, L'Assomption de Macnider, Que.
111,924	Phin & Co. Scow No. 1	Toronto	Scow—Chd.	1894	Detroit, Mich., U.S.A.	77 5	20 0	6 2	81	Wm. E. Phin, Toronto, Ont.
111,925	Phin & Co. Scow No. 2	Toronto	Scow—Chd.	1894	Detroit, Mich., U.S.A.	77 0	20 0	6 2	90	Wm. E. Phin, Toronto, Ont.
111,926	Phin & Co. Scow No. 9	„	„	1896	Buffalo, N.Y., „	80 0	18 0	9 0	115	„ „ „
75,445	Phœnix	Gaspé	Schr—Glt	1880	Esquimaux Point, Que.	45 5	17 1	6 9	28	Placide Vigneau, Esquimaux Point, Que.
85,620	Phœnix	Parrsboro'	„	1883	Parrsboro', N.S.	144 3	34 0	12 9	397	Robert S. Kerr, Fox River, N.S.
78,049	Pholine	Chatham, N.B.	„	1880	Buctouche, N.B.	49 0	15 2	6 5	26	Frank X. Legere, Shediac, N.B.
107,329	Picua	Halifax	Sloop	1890	East Boston, Mass., U.S.A.	34 8	11 0	5 2	9	Walter G. Jones, Halifax, N.S.
74,201	Pierreville	Montreal	„	1874	Pierreville, Que.	103 0	22 7	7 5	126	A. Charland, St. Thomas de Pierreville, Que.
103,663	Pike	Ottawa	Barge—Chd	1895	Kippewa, Que.	53 8	13 2	4 2	17	Alex. Lumsden, Ottawa, Ont.
111,417	Pilgrim	Lunenburg	Schr—Glt	1900	La Have, N.S	96 0	24 2	9 7	99	Thos. A. Wilson, Bridgewater, N.S.
72,593	Pilot	Kingston	„	1866	Wilson, N.Y., U.S.A.	63 0	15 5	5 8	34	James Mahoney, Kingston, Ont.
92,484	Pilot	Windsor, N.S.	Sloop	1878	Cornwallis, N.S.	41 0	12 0	4 9	14	Samuel Bigelow, Canning, N.S.
92,595	Pioneer	Sydney	Schr—Glt	1887	Little Bras d'Or, N.S.	36 0	11 6	5 2	9	Fred. Richard, Little Bras d'Or. N.S.
100,144	Piper	Winnipeg	Barge—Chd	1892	Fort Frances, Ont.	51 0	8 5	4 0	17	Edward W. Brydges, Kenora, Ont.
35,687	Planet	Liverpool	Schr—Glt	1848	Port Medway, N.S	47 4	15 7	7 1	29	H. B. Mitchell, Chester, N.S.
77,620	Pleasantville	„	„	1879	Pleasantville, N.S.	80 0	23 8	9 4	98	Mrs. Elizabeth Hatt, Liverpool, N.S.
85,641	Pleroma	Lunenburg	„	1883	Mahone Bay, N.S.	81 5	24 4	9 3	95	The Halifax Fish Co., Ltd., Halifax, N.S.
61,395	Plover	Chatham. N.B.	„	1872	Shippegan, N.B.	53 8	15 5	6 4	30	Philip Luce, Jersey.
80,801	Plymouth	Windsor, N.S.	Bk—Bq	1879	Hantsport, N.S.	198 0	40 0	23 3	1312	Daniel Munro, Windsor, N.S.

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66,747	Polar Star	Charlottetown	Schr—Glt	1875 1898	Brooklyn, N.S.	73 6	22 2	8 2	76	Chas. Lyons, Charlottetown, P.E.I.
88,437	Polar Star	Halifax	Schr—Glt	1884	Sherbrooke, N.S.	49 5	17 1	7 2	29	Jas McConnell, Port Hilford, N.S.
107,315	Pollywog	Halifax	Sloop	1899	Dartmouth, N.S.	23 7	6 5	3 4	2	Frederick H. Waghorn, Halifax, N.S.
107,732	Pontiac	Kingston	Dredge—Drague	1890	Morrisburg, Ont	82 7	26 0	6 8	135	W. J. Poupore, Ottawa, Ont.
103,437	Pontiac	Ottawa	Barge—Chd	1889	Buckingham, Que.	54 0	18 7	4 4	33	" "
64,971	Pontiac	Quebec	Barge—Chd	1871	Quebec, Que	105 0	22 6	7 0	129	J. B. Blanchard, Montreal, Que.
83,473	Porpoise	St. Andrews	Schr—Glt	1860	Lubec, Me., U.S.A.	52 7	17 8	6 0	32	Edmond Holt, St. Patrick, N.B.
83,289	Portsmouth	Kingston	Barge—Chd.	1872 1882	Kingston, Ont Ottawa "	108 0	22 8	7 0	126	S. T. Easton, Ottawa, Ont.
71,035	Precursor	Charlottetown	Schr—Glt	1876	Tusket, N.S.	62 0	20 0	7 0	46	Andrew Grant, Port Elgin, N.B.
100,738	Preference	Windsor, N.S.	"	1893	Canning, N.S.	126 0	30 0	10 7	243	G. L. Purdy, St. John, N.B.
116,341	Preroma	Arichat	"	1903	River Bourgeoise, N.S.	42 2	13 3	6 0	17	Placide Bouchard, River Bourgeoise, N.S.
80,055	Prescott	St. John, N.B.	"	1881	Calais, Me., U.S.A.	75 0	25 1	6 8	73	G. D. P. Prescott, *et al.*, Albert, N.B.
85,416	Pride of America	St. Catharines	"	1863	St. Catharines, Ont	133 0	23 3	12 2	285	Michael Ryan, Quebec, Que.
92,571	Primrose	Halifax	"	1887	Chester, N.S.	37 8	13 8	6 2	14	Angus Gray, Pennant, N.S.

41,776	Primrose	Liverpool	Schr—Glt	1858	La Have, N.S.	52 1	17 5	7 2	32	Wm. H. Paint, Port Hawkesbury, N.S.
90,873	Primrose	Yarmouth	"	1886	Maitland, N.S	53 3	19 3	7 1	34	Ephraim Larkin, Shag Harbour, N.S.
75,714	Prince	"	"	1877	Cape St. Mary, N.S.	38 0	13 4	5 1	10	A. Stephens, Freeport, N.S.
37,605	Prince Consort	Charlottetown	"	1857	Mahone Bay, N.S	56 8	18 2	7 4	39	Robert McLaurin, Charlottetown, P.E.I.
92,663	Prince Edward	Ottawa	"	1887	Summerside, P.E.I	47 4	15 0	5 6	18	L. H. McLean, Charlottetown, P.E.I.
77,736	Princess	Digby	"	1879	Port Gilbert, N.S	88 2	25 0	9 4	137	Jones Morehouse, *et al.*, Brighton, N.S.
100,219	Princess	Halifax	"	1889	Chezetcook, N.S	48 1	14 7	5 2	16	John Bellfontaine, Chezetcook, N.S.
70,282	Princess	Montreal	Barge—Chd	1874	Montreal, Que	142 0	26 6	10 2	300	The Montreal Transportation Co., Ltd., Montreal, Que.
78,044	Princess Louise	Chatham, N.B	Schr—Glt	1879	Chatham, N.B	49 0	16 2	6 3	21	R. R. Call, Newcastle, N.B.
116,935	Princess Victoria	Victoria	"	1905	Massett, B.C.	55 0	16 0	6 0	17	D. Stanley, Massett, B.C.
37,374	Priscilla	Liverpool	"	1847	Gut of Canso, N.S	37 5	11 4	5 5	18	J. McKinsey, Canso, N.S.
111,509	Priscilla	St. John, N.B	"	1900	Newcastle, N.B.	81 6	27 0	7 6	102	Alonzo M. Granville, Waterborough, N.B.
83,265	Prize (The)	Annapolis Royal	"	1885	St. John, N.B	32 0	10 0	4 4	7	J. B. Templeman, Hampton, N.B.
42,437	Progress	Gaspé	"	1872	Esquimaux Point, Que	60 8	20 9	8 0	52	Nat. Boudreau, Esquimaux Point, Que.
94,677	Progress	Halifax	"	1889	Spry Bay, N.S	39 4	12 7	5 6	14	Robert Leslie, Halifax, N.S.
77,620	Progress	Liverpool	"	1879	Lunenburg, N.S	69 6	21 4	8 2	73	A. B. Crosby, Halifax, N.S.
103,977	Progress	Quebec	"	1895	St. Siméon, Que	64 4	21 0	7 4	56	A. Bellez, St. Siméon, Que.
107,347	Prosperare	Yarmouth	"	1901	Port Greville, N.S	147 3	34 3	11 9	379	The Prosperare Shipping Co., Ltd., Yarmouth, N.S.
73,082	Protecteur	Montreal	Barge—Chd	1874	St. Marcel, Que	102 0	22 4	6 2	101	Moïse Robidoux, Yamaska, Que.
111,402	Protector	Lunenburg	Schr—Glt	1900	La Have, N.S.	93 2	24 5	9 4	95	Thomas A. Wilson, Bridgewater, N.S.
96,732	Providence	Chatham, N.B.	"	1889	Shippegan, N.B.	34 3	13 4	4 5	11	Wm. Fruing & Co., Ltd., Jersey.
96,740	Providence	"	"	1890	Caraquet, N.B	38 5	12 4	5 0	13	T. H. Le Bouthillier, Caraquet, N.B.
72,076	Providence	"	"	1874	Shippegan, N.B.	36 4	12 1	4 5	12	T. Ahier, Shippegan, N.B.
116,974	Providence	"	"	1905	Caraquet, N.B.	40 4	13 8	5 8	18	M. Lanteigne, Caraquet, N.B.
74,231	Providence	Montreal	Sloop	1872	St. François, Que	94 0	22 0	5 4	82	M. Laramie, St. Louis de Bonsecours, Que.

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77,588	Providence	Montreal	Sloop	1875	Yamaska, Que	99 6	23 0	6 4	105	Joseph Laforet, Sorel, Que.
100,184	Providence	"	"	1891	"	106 1	22 9	7 8	138	J. B. Delormier, Montreal, Que.
69,592	Providence	Quebec	Schr—Glt	1873	Kamouraska, Que.	61 6	18 5	6 6	45	Martial Saingelet, Les Escoumains, Que.
74,269	Providence	"	"	1876	Baie St. Paul, Que	67 6	19 7	9 0	75	François M. Audet, Quebec, Que.
85,461	Providence	"	"	1882	Gentilly, Que.	77 0	22 5	7 0	78	Jean Deslauriers, Quebec, Que.
103,976	Providence	"	"	1896	St. Siméon, Que	51 6	16 8	6 5	33	Mrs. Lætitia Soucy, St. Irénée, Que.
94,741	Prudent	St. John, N.B.	"	1888	Portland, N.B.	93 9	26 6	7 6	117	Geo. R. McDonough, St. Martin's, N.B.
80,858	Psyche	Halifax	Sloop	1876	Halifax, N.S.	25 0	7 8	4 0	4	Franklin S. West, Halifax, N.S.
103,993	Pythian Knight	St. Andrews	"	1897	Shelburne, N.S	48 0	15 0	6 0	19	Frank Ingersoll, Grand Manan, N.B.
46,204	Quebec	Montreal	Barge—Chd	1862	Quebec, Que	90 0	24 5	9 0	133	Prosper Laplante, Lachine, Que.
111,663	Quebec	"	Schr—Glt	1901	Lévis, Que	206 2	40 0	14 6	989	The Montreal Transportation Co., Ltd., Montreal, Que.
...	Queen	"	"	1867	Rivière du Loup, Que	103 0	21 6	7 2	149	J. B. Poirier, Lachine, Que.

103,476	Queen Charlotte	Victoria	Schr—Glt	1895	Massett, B.C	52 0	16 0	5 5	25	A. Brown (Indian), Massett, B.C.
103,474	Queen May	"	"	1895	Victoria, B.C	43 0	13 0	4 6	19	Chas. Paterson, Nanaimo, B.C.
....	Queen of the North	Toronto	Brig—Blk	1861	Nottawasaga, Ont	125 0	23 2	10 8	347	Henry M. Jackman, Toronto, Out.
100,057	Quetay	St. John, N.B	Schr—Glt	1891	St. John, N.B	94 4	26 2	7 5	123	H. H. Pickett, St. John, N.B.
88,504	Quick Step	Sydney	"	1883	Lingan, N.S	40 0	13 0	5 9	15	Thomas Hureau and Arthur Goyetch, Arichat, N.S.
121,682	Quickstep	Yarmouth	Sloop	1904	Clarke's Harbour, N.S	32 0	10 6	6 0	10	C. Maxwell, Clarke's Harbour, N.S.
107,904	Quoddy Queen	St. Andrews	"	1899	Weymouth, N.S	32 0	11 6	6 0	13	Harrington Guptill, Grand Manan, N.B.
57,732	R. N. B	Windsor, N.S.	Schr—Glt	1869	Londonderry, N.S	56 8	17 5	6 8	37	Jas. E. George, Parrsboro', N.S.
107,564	R. P. S.	Parrsboro'	"	1899	Lower Economy, N.S	70 8	23 0	8 0	74	L. H. Baird, Wolfville, N.S.
74,064	R. A. Smith	Windsor, Ont.	Scow—Chd	1877	River Thames, Ont	40 0	12 6	3 2	11	Horace Bartlett, Sarnia, Ont.
121,881	R. G. Hervey	Yarmouth	Sloop.	1906	Cape Island, N.S.	35 0	11 8	6 0	13	Alexander Phillips, Cape Island, N.S.
94,847	R. H. Brown	Windsor, Ont	Schr—Glt	1882	Marine City, Wisconsin, U.S.A.	63 0	17 2	6 2	51	John Cadarette, Belle River, Ont.
116,649	R. M. Cox	Ottawa	Barge—Chd	1904	Hull, Que	112 8	24 0	8 2	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
80,669	R. O. Byers	Montreal	"	1881	Monte Bello, Que	106 9	22 5	6 8	143	Thomas Gauthier, Montreal, Que.
83,328	R. S. McKenzie	Ottawa.	"	1881	Hull, Que	109 4	21 7	7 9	154	The Ottawa Transportation Co., Ltd. Ottawa, Ont.
69,203	R. W. Smith	Lunenburg	Schr—Glt	1875	Lunenburg, N.S	72 0	22 7	8 4	74	Fred. S. Moseley, Sydney, N.S.
100,474	R. Beatrice	Charlottetown	"	1892	Mahone Bay, N.S	41 6	14 4	6 4	19	John Delaney, French River, P.E.I.
92,375	R. Carson	St. John, N.B	"	1888	St. Martin's, N.B	80 8	27 2	7 5	99	Robt. Carson, St. Martin's, N.B.
72,235	R. Knight	"	"	1875	Cambridge, N.B	67 3	22 0	6 0	47	Enoch Nightingale, Newcastle, N.B.
85,772	R. Lepine	Montreal	Barge—Chd	1884	Monte Bello, Que	112 3	22 7	6 2	128	Wm. Owens, Stonefield, Que.
83,279	R. Morrow	Maitland	Bk—Bq	1884	Maitland, N.S	194 4	37 6	22 2	1156	Alex. Roy, Maitland, N.S.
92,544	Rachel	Montreal	Barge—Chd	1887	Yamaska, Que	108 5	23 0	8 1	149	Jos. Bouvier, St. Roch's, Que.
94,796	Raeburn	Richibucto	Schr—Glt	1893	Rexton, N.B	76 4	22 3	8 9	74	Henry McLean, Rexton, N.B.

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116,936	Rainbow	Victoria	Barge—Chd	1905	Victoria, B.C.	70 0	26 3	3 4	54	A. A. Sears and C. G. Strongren, Victoria, B.C.
90,593	Ralph	Lunenburg	Schr—Glt	1885	Petite Rivière, N.S.	60 8	19 7	7 7	51	J. M. Beaudreau, Cheticamp, N.S.
100 820	Ranger	Barrington	"	1895	Barrington, N.S.	36 0	11 6	4 2	11	Andrew Duncan, Clarke's Harbour, N.S.
100,979	Ranger	Chatham, N.B.	"	1888	Caraquet, N.B.	36 0	12 1	4 4	10	C. Robin, Collas & Co., Ltd., Jersey.
41,568	Ranger	Gaspé	"	1860	Sandy Beach, Que.	55 8	18 0	7 3	42	Joshua Gallant, Grandique, N.B.
75,441	Ranger	"	"	1877	St. John's, Nfld.	41 8	12 3	5 3	14	Thos. Whittle, Anticosti, Que.
77,913	Ranger	Port Hope	"	1877	Clayton, N.Y., U.S.A.	65 0	12 5	4 2	21	N. Wilhelmy, Belleville, Ont.
51,520	Ranger	Quebec	Barge—Chd	1864	Quebec, Que.	153 6	24 7	11 0	241	J. F. F. Boulais, Sorel, Que.
....	Raoul	Montreal	"	1869	St. Francis, Que.	94 8	18 8	5 1	100	Wm. McCaffrey, Ottawa, Ont.
70,285	Rapid	Kingston	"	1874	Quebec, Que.	124 5	24 4	9 0	221	The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
85,528	Rapid City	Toronto	Schr—Glt	1884	Bronté, Ont.	70 0	19 4	3 7	37	Chas. Goldring, Whitby, Ont.
103,287	Raven	Chatham, N.B.	"	1895	Shippegan, N.B.	35 0	12 3	4 8	11	T. Ahier, Shippegan, N.B.
100,273	Ravola	Windsor, N.S.	"	1892	Salmon River, N.S.	88 4	28 0	8 9	130	J. Willard Smith, *et al.*, St. John, N.B.
92,631	Ray	Lunenburg	"	1878	LaHave, N.S.	33 6	11 2	4 5	11	Timothy Redden, Chester, N.S.

112,264	Raymond	Montreal	Sloop	1902	Yamaska, Que	108 0	22 7	7 4	136	Clarisse Lassalle, Yamaska, Que.
103,900	Razzle Dazzle	New Westminster	Barge—Chd	1893	Idaho, U.S.A	56 9	14 0	2 8	18	W. S. Kane, Kaslo, B.C.
75,649	Recruit	Deseronto	Schr—Glt	1880 1901	St. Catharines, Ont.	144 0	25 2	10 6	297	M. J. Haney, Toronto, Ont.
72,960	Red Bird	St. Catharines	Scow—Chd	1870	Hamilton, Ont	64 6	17 3	4 4	39	H. Minnes, Welland, Ont.
96,888	Red Island	Ottawa	Light-Ship	....		102 0	22 0	10 6	152	The Minister of Marine and Fisheries, Ottawa, Ont.
103,272	Red Weasel	Chatham, N.B.	Schr—Glt	1893	Tracadie, N.B	35 2	12 0	4 8	11	J. Young, Tracadie, N.B.
100,775	Redgauntlet	″	″	1890	Caraquet, N.B	35 5	12 0	4 6	11	P. Rive, Caraquet, N.B.
88,324	Redoubtable	Quebec	″	1886	St. Alexis, Que	64 0	20 4	8 3	67	A. W. Dolbel, Grand Gréve, Que.
77,605	Reform	Lunenburg	″	1878	Bridgewater, N.S	64 5	21 0	8 0	56	Damase Bourgois, St. Pierre, Miquelon.
111,705	Reform	″	″	1857	Essex, Mass., U.S.A	68 0	19 7	7 6	58	Fred. Zwicker, Mahone Bay, N.S.
85,423	Regina	Montreal	″	1870 1886	St. Catharines, Ont. Kingston, Ont	171 0	25 7	11 3	411	Montreal Transportation Co., Ltd., Montreal, Que.
103,735	Regina	Parrsboro'	″	1898	Port Greville, N.S	76 0	23 7	6 5	74	Leonard Rolf and S. Macumber, J.O., *et al.*, Port Greville, N.S.
85,748	Regina	Quebec	″	1883	Ste. Anne des Monts, Que.	71 5	22 4	7 9	79	Pierre Trepannier, Château Richer, Que.
103,613	Regina	″	Sloop	1894	Bay St. Paul, Que	51 6	18 9	5 0	27	A. Lavoie, Bay St. Paul, Que.
83,133	Regina B.	Halifax	Schr—Glt	1881	Summerside, P.E.I.	75 3	22 4	8 6	79	M. Williams, Musquodoboit, N.S.
107,059	Reginald R.	Barrington	Sloop	1903	Baccaro, N.S.	43 0	14 8	5 1	16	Crissie N. Worthern, Baccaro, N.S.
103,706	Regine	Yarmouth	″	1896	Pubnico, N.S.	35 7	12 5	5 8	10	W. D'Entremont, Pubnico, N.S.
90,569	Reindeer	Toronto	Schr—Glt	1886	Port Credit, Ont	44 5	13 4	3 6	14	Benjamin B. Lynd, Parkdale, Ont.
42,707	Reine Victoria	Quebec	″	1859	Batiscan, Que	96 0	22 5	6 4	87	Omer Lafleur, Ste. Croix, Que.
92,539	Reine des Anges	Montreal	Sloop	1887	Yamaska, Que	77 8	22 3	5 7	91	E. Thérien, Ste. Aimé, Que.
77,599	Reine des Anges	Quebec	″	1879	St. Marcel, Que	87 5	21 0	5 4	73	A. Hamel, Lotbinière, Que.
116,749	Reliance	Halifax	Schr—Glt	1905	Tancook, N.S	43 0	11 8	6 0	14	Wm. Hubley, M.O., Indian Harbour, N.S.
116,337	Reliance	Ottawa	Barge—Chd	1903	Barry's Bay, Ont	40 4	11 2	3 0	65	Ontario Corundum Co., Ltd., Ottawa, Ont.
121,899	Reliance	Shelburne	Schr—Glt	1906	Shelburne, N.S	107 0	28 5	11 6	192	George A. Cox, M.O., Shelburne, N.S.
....	Relief	Montreal	Barge—Chd	1871	Sorel, Que	101 1	22 8	7 3	149	J. LaRivière, St. Aimé, Que.

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72,985	Relief	Wallaceburg	Barge Chd	1875	Port Lambton, Ont.	89 0	19 7	4 0	50	James O'Leary and Geo. W. Downs, Port Lambton, Ont.
103,586	Remus	Chatham, N.B	Schr—Glt	1896	Shippegan, N.B.	39 3	13 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
80,736	Réna	Quebec	Barge—Chd	1876	Ste. Anne de la Parade, Que.	77 7	23 7	6 6	75	Antoine Léveillé, Batiscan, Que.
107,806	Rena F.	St. John, N.B	Sloop	1898	Deer Island, N.B.	38 0	13 5	5 0	12	Melvin Morse, Grand Manan, N.B.
107,785	Rene	Ottawa	Scow—Chd	1895	Hull, Que	40 3	16 0	2 6	10	E. G. Laverdure, Ottawa, Ont.
107,653	Renown	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	88 5	24 0	9 4	83	W. C. Smith, *et al.*, Lunenburg, N.S.
100,952	Replevin	Chatham, N.B	〃	1890	Caraquet, N.B.	36 6	12 3	4 2	10	C. Robin, Collas & Co., Ltd., Jersey.
85,588	Reporter	St. John, N.B	〃	1883	Wickham, N.B.	86 0	26 2	7 8	122	R. D. Gilchrist, St. John, N.B.
97,142	Republic	St. Andrews	〃	1836	Haddam, Conn., U.S.A.	65 6	22 3	7 9	70	William Ogilvie, Somerville, N.S.
83,253	Rescue	Annapolis Royal	〃	1883	Clementsport, N.S.	43 9	14 9	6 0	17	Jas Nesbitt and Roy Nesbitt, Grand Manan, N.B.
77,787	Rescue	Halifax	〃	1881	East Port Medway, N.S.	42 9	14 6	6 2	20	J. Dauphiné, Tantallon, N.S.
100,280	Rescue	Windsor, N.S	Bktn—Bkglt	1892	Canning, N.S.	129 0	32 8	11 5	321	Alfred Potter, M.O., Canning, N.S.
83,132	Restless	Digby	Schr—Glt	1881	Vogler's Cove, N.S.	47 6	16 1	6 5	25	J. Coggins, *et al.*, Westport, N.S.
51,671	Restless	Montreal	〃	1859	Cleveland, Ohio, U.S.A.	73 0	20 0	8 5	73	C. H. Dodge, Belmont, Ont.

107,547	Reta & Rhoda	St. John, N.B	Sloop	1895	St. John, N.B	38 4	13	4 0	11	Isaac Newton, Grand Harbour, Grand Manan, N.B.
112,024	Reta S.	Canso	Schr—Glt	1903	Queensport, N.S	36 6	12 4	6 2	13	William Schrider, Canso, N.S.
111,521	Retta E	Digby	"	1895	Cape St. Marys, N.S	32 5	10 5	5 0	10	John A. Doucette, Cape St. Marys, N.S.
100,305	Reuben Doud	Windsor, Ont	"	1873	Winnecome, U.S.A	137 7	26 0	11 6	308	Albert J. Forster, Toronto, Ont.
100,511	Rewa	Parrsboro'	"	1892	Port Greville, N.S	99 8	28 7	8 8	123	Wm. B. McLean, St. John, N.B.
61,406	Reward	Chatham, N.B	"	1871	Shippegan, N.B	36 0	13 1	4 5	11	Joshua Alexander, M.O., Shippegan, N.B.
103,078	Reward	"	"	1894	"	37 6	13 0	5 3	13	J. De Grace, Shippegan, N.B.
85,600	Rex	St. John, N.B	"	1883	St. Martin's, N.B	66 4	22 5	6 8	58	James Hyslop, *et al.*, Albert, N.B.
111,677	Reynard	Parrsboro'	Bktn—Bkglt	1901	Parrsboro', N.S	164 0	34 8	18 4	560	Samuel Reynard, *et al.*, New York, N.Y., U.S.A.
103,209	Rhoda	Liverpool	Schr—Glt	1896	Liverpool, N.S	109 0	28 0	11 1	199	J. H. Harlow, *et al.*, Milton, N.S.
107,907	Rhoda G	St. Andrews	Sloop	1891	St. John, N.B	24 0	9 4	5 6	8	Hantford Small, Grand Manan, N.B.
92,320	Rialto	Shelburne	Schr—Glt	1888	Liverpool, N.S	60 0	20 0	7 5	46	James Boudreau, St. Peter's Canal, N.S.
74,406	Richard	Chatham, N.B	Bk—Bq	1877	Richibucto, N.B	134 0	30 6	18 6	531	H. O'Leary, M.O., Richibucto, N.B.
37,172	Richard Simonds	St. John, N.B	Schr—Glt	1861	Portland, N.B	70 2	19 8	7 5	45	Jos. L. Cleveland, Margaretsville, N.S.
72,059	Richmond Queen	Halifax	"	1877	Little River, N.S	35 4	16 7	15 3	37	Arséne Doucet, Grand Etang, N.S.
100,932	Rideau	Ottawa	Dredge—Drague	1889	Welland, Ont	70 8	25 4	4 4	137	The Minister of Railways and Canals, Ottawa, Ont.
100,588	Riley	Montreal	Barge—Chd	1891	Yamaska, Que	127 6	26 0	10 0	245	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
94,968	Ripley Ropes	Charlottetown	Schr—Glt	1859	Essex, Mass., U.S.A	67 4	20 0	6 9	53	Daniel Sutherland, Stanley Bridge, P.E.I.
75,763	Ripple	Arichat	"	1877	Port Medway, N.S	39 4	15 2	5 3	17	Daniel McDonald, Port Richmond, N.S.
48,358	Ripple	Guysboro'	"	1864	Indian Harbour, N.S	46 0	15 0	5 5	21	W. R. Cutler, Arichat, N.S.
80,393	Ripple	Parrsboro'	"	1882	Parrsboro', N.S	42 5	14 2	6 1	16	Joseph Mitchell, Hampton, N.S.
107,537	Ripple	St. John, N.B	"	1898	Canning, N.B	56 9	21 3	5 7	41	A. E. Flower, Canning, N.B.
112,224	Ripple	"	Sloop	1902	St. Martin's, N.B	36 0	15 4	5 3	13	Thos. Carson, St. John, N.B.
75,596	Ripple	Yarmouth	Schr—Glt	1877	Bear River, N.S	41 8	14 4	6 9	19	Vincent Brannen, Yarmouth, N.S.
75,591	Rise & Go	St. Andrews	"	1877	Clare, N.S	43 0	14 9	5 1	16	W. O'Brien, Campo Bello, N.B.

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75,575	Rising Dawn	Lunenburg	Schr—Glt	1877	La Have, N.S.	42 0	15 0	5 4	18	Lemuel Richardson, Indian Harbour, N.S.
96,806	Rising Sun	Halifax	"	1891	Chezetcook, N.S.	47 3	17 4	6 5	28	R. Christian, Prospect, N.S.
97,191	Rita	Chatham, N.B.	"	1890	Caraquet, N.B.	35 4	12 3	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
103,344	Rita	Montreal	Sloop	1893	Lachine, Que.	33 0	10 1	3 3	5	C. O. Clark, Côte St. Paul, Que.
59,462	Rival	Halifax	Schr—Glt	1870	La Have, N.S.	42 4	14 8	6 0	20	Henry Faulkner, Jeddore, N.S.
88,223	River Belle	"	"	1881	Clyde River, N.S.	32 5	12 3	5 5	11	John D. Christian, Upper Prospect, N.S.
111,470	River Branch	Chatham, N.B.	"	1901	Shippegan, N.B.	36 9	12 6	4 3	11	Wm. Fruing & Co., Ltd., Jersey.
57,688	River Dale	Halifax	"	1868	La Have, N.S.	59 6	19 3	7 4	48	Thomas Adams, sr., Gaspé, Que.
75,547	River Rose	Barrington	"	1878	Port Clyde, N.S.	37 0	14 4	5 9	13	Walter Coggins, Westport, N.S.
112,372	River Swan	Arichat	"	1901	Tor Bay, N.S.	33 0	11 4	5 0	11	George Berrigan, Canso, N.S.
85,590	Riverdale	St. John, N.B.	"	1883	Waterborough, N.B.	75 3	26 3	7 0	84	T. W. Parker, Cumberland Bay, N.B.
111,648	Riviera	Lunenburg	"	1901	Shelburne, N.S.	88 0	24 0	9 4	96	Robert Dawson, Bridgewater, N.S.
111,723	Roanoke	Lunenburg	"	1901	Mahone Bay, N.S.	98 2	25 3	10 8	100	Abram Ernst, Mahone Bay, N.S.
94,925	Rob Roy	Picton, Ont.	Barge—Chd	1897	Picton, Ont.	144 0	31 0	10 3	341	A. W. Hepburn, Picton, Ont.

100,319	Rob Roy	Yarmouth	Schr—Glt	1888	Lockeport, N.S.	41 0	13 4	5 0	12	Freeman Lowe, Cape Island, N.S.
100,566	Rob S.	Halifax.	″	1892	Mahone Bay, N.S.	42 0	14 6	6 4	21	Lewis Dickson, Louisburg, N.S.
107,411	Robert	Montreal	Barge—Chd	1899	St. Thomas de Pierreville, Que.	139 5	29 4	13 0	418	J. C. A. Turcotte, Sorel, Que.
90,443	Robert Evans.	Winnipeg	″	1885	Keewatin, Ont.	52 6	13 5	3 5	29	The Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
100,516	Robert Ewing	Parrsboro’	Schr—Glt	1892	Advocate, N.S.	142 4	33 3	12 0	399	W. W. Lewis, *et al.*, Louisburg, N.S.
53,862	Robert Kerr	New Westminster	Barge—Chd	1866	Quebec, Que.	190 6	38 4	23 7	1123	Canadian Pacific Railway Co., Montreal, Que.
94,921	Robert McDonald	Picton, Ont.	Schr—Glt	1890	Picton, Ont.	70 0	19 0	6 5	44	James H. Bell, Kingston, Ont.
80,394	Robert S. Besnard	Parrsboro’	Bk—Bq	1882	Eatonville, N.S.	191 0	38 8	23 0	1142	R. H. Collett, New York, N.Y., U.S.A.
103,100	Roberval	Montreal	Sloop	1894	St. Thomas, Que.	141 3	28 2	11 6	371	Mrs. Adeline Bastien, Montreal, Que.
103,946	Robin	Chatham	Schr—Glt	1899	Caraquet, N.B.	38 0	12 8	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
107,544	Robin Hood	St. John, N.B.	Sloop	1898	Yarmouth, N.S.	23 7	9 0	3 2	5	T. T. Lantalum, St. John, N.B.
103,048	Rocket	Ottawa	Horse ferry	1891	Cumberland, Ont.	44 2	16 0	1 6	4	Godfrey Faubert, Cumberland, Ont.
83,075	Rockland	″	Barge—Chd	1881	Rockland, Ont.	110 3	22 0	6 6	136	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
....	Rodolphe	Montreal	″	1866	Yamaska, Que.	96 3	22 9	6 8	106	P. Savaillé, Sorel, Que.
117,095	Rodrid Grace	Arichat	Schr—Glt	1906	L’Ardoise, N.S.	43 0	12 5	6 0	17	Hubert and Jos. Binnette, L’Ardoise, N.S.
85,763	Roi des Eaux	Montreal	Sloop	1883	Pierreville, Que.	93 3	23 0	6 0	96	E. Savageau, Champlain, Que.
94,880	Roi des Eaux	″	″	1889	Yamaska, Que	85 0	21 4	5 3	69	The Canadian Construction Co., Ltd., Montreal, Que.
116,808	Roland	Sorel	″	1906	Sorel, Que	103 2	23 0	7 0	121	Conrad Lafreniere, Pierreville, Que.
112,326	Rolfe	Parrsboro’	Schr—Glt	1902	Port Greville, N.S.	65 0	20 1	6 9	54	Wm. and Stephen Rolfe, Port Greville, N.S.
107,125	Roma	Lunenburg	″	1899	Shelburne, N.S.	95 0	25 0	9 4	99	David Ritcey, *et al.*, La Have, N.S.
75,446	Romaine	Montreal	″	1881	Gaspé, Que.	64 5	20 6	9 3	65	C. A. Cantin, Montreal, Que.
103,729	Romeo	Parrsboro’	″	1897	Port Greville, N.S	74 4	24 0	6 9	79	T. M. Dodsworth, Parrsboro’, N.S.
103,358	Romeo	Quebec	Sloop	1895	Bic, Que.	38 5	14 4	5 1	22	G. F. Gibsone, Quebec, Que.
100,073	Romeo	St. John, N.B.	Schr—Glt	1891	Cambridge, N.B.	84 4	28 9	7 4	111	Peter McIntyre, St. John, N.B.
103,587	Romulus	Chatham, N.B.	″	1896	Shippegan, N.B.	39 0	13 7	5 7	19	W. S. Loggie Co., Ltd., Chatham, N.B.

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121,856	Ronald G. Smith	Lunenburg	Schr—Glt	1906	Lunenburg, N.S	100 0	26 0	10 3	100	William C. Smith, Lunenburg, N. S.
92,404	Rosa	Chatham, N.B	"	1886	Shippegan, N.B	36 2	13 4	5 0	17	J. O. Ache, Shippegan, N.B.
100,717	Rosa	Montreal	Sloop	1892	Yamaska, Que	111 7	23 0	7 6	140	M. Robidoux, Yamaska, Que.
100,908	Rosalie	Chatham, N.B	Schr—Glt	1892	Caraquet, N.B	35 5	12 5	4 4	10	J. N. LeBouthillier, Caraquet, N.B.
103,592	Rosamond	Charlottetown	"	1896	North Rustico, P.E.I	42 0	14 1	5 5	18	D. R. Champion, Tignish, P.E.I.
111,834	Rosan	Digby	"	1898	Cape St. Mary, N.S	32 4	10 9	5 0	11	John A. Doucette, Cape St. Mary, N.S.
61,438	Rosane	Chatham, N.B	"	1874	Shippegan, N.B	37 0	11 6	4 6	13	T. Ahier, Shippegan, N.B.
64,920	Rosannah	Halifax	"	1873	Bay St. George, Nfld	48 7	16 4	6 3	25	Wm. Carter, Channel, Nfld.
116,227	Rosaria	Quebec	"	1902	Isle aux Coudres, Que	43 2	13 6	5 0	18	Noel Dufour, Isle aux Coudres, Que.
85,696	Rose	Chatham, N.B	"	1884	Tracadie, N.B	32 8	11 7	4 6	11	Wm. Ferguson, Tracadie, N.B.
107.536	Rose	St. John, N.B	Sloop	1893	St. John, N.B	25 0	10 0	3 0	5	Alder Evans, St. John, N.B.
92,702	Rose	Winnipeg	Barge—Chd	1890	Kenora, Ont	71 6	16 3	6 3	80	Angus McKinnon, Kenora, Ont.
78,045	Rose Alba	Chatham, N.B	Schr—Glt	1879	Richibucto, N.B	32 0	13 0	4 5	13	Etienne Leger, M.O., Richibucto, N.B.
69,639	Rose Anna	Quebec	"	1874	St. Jean Port Joli, Que	45 2	16 5	6 5	29	P. Blais, Kamouraska, Que.

71,632	Rose Delima........	Montreal..........	Barge—Chd	1873	St. Thomas de Pierreville, Que.	98 0	22 0	6 5	75	Methode Lemay, St. Emelie, Que.
100,724	Rose Delima......	"	"	1893	Lachine, Que..........	118 1	23 1	8 4	181	P. Laplante, Lachine, Que.
103,978	Rose Mysterieuse...	Quebec..............	Schr—Glt	1896	Les Ecureuils, Que......	55 8	17 0	5 9	39	Amable Fournier, Montmagny, Que.
71,255	Rosebeller.........	Windsor, Ont	Scow—Chd.	1875	River Puce, Ont........	58 0	16 0	4 0	37	Alex. Clouthier, Rochester, Ont.
80,628	Roseneath....	Yarmouth..........	Schr—Glt	1882	Shelburne, N.S.........	84 6	24 0	9 7	92	Z. Nickerson, Port Clyde, N.S.
116,272	Rosie M. B...	Halifax......... ..	"	1903	Grand Desert, N.S......	70 8	21 7	9 2	75	Daniel Bonaing, Grand Desert, N.S.
107,265	Ross Point Ferry Boat	Ottawa.....	Horse ferry.....	1891	Arnprior, Ont	45 2	22 8	2 2	16	A. J. Campbell, Arnprior, Ont.
111,892	Rothesay...	Weymouth....... ..	Schr—Glt	1904	Belliveau's Cove, N.S....	128 9	31 4	11 1	280	Schooner Rothesay Co., Ltd., St. John, N.B.
112,313	Rough Rider.......	St. Andrews........	Sloop	1899	West Isles, N.B	38 0	13 5	5 0	15	Warren Cheney, Grand Manan, N.B.
100,668	Round Islander.....	Kingston...... . ..	Barge—Chd	1895	Verona, Ont...........	40 8	12 4	3 6	14	Henry Bauder, Verona, Ont.
103,391	Rover.....	Deseronto	Schr—Glt	1894	Napanee, Ont..........	42 0	15 0	4 6	13	John Rowley, Kingston, Ont.
103,046	Rover...	Ottawa......... ...	Barge—Chd ...	1870	Ottawa, Ont	96 6	18 8	6 0	74	R. O'Neil, Ottawa, Ont.
74,397	Rover......... ...	Toronto	Schr—Glt	1878	Oakville, Ont...........	49 5	13 0	4 3	20	S. E. Livingstone, Bronté, Ont.
85,702	Rover..............	Wallaceburg	"	1884	Wallaceburg, Ont..... .	75 7	18 0	5 3	46	Geo. Travis, Wallaceburg, Ont.
53,551	Roving Bird........	Halifax	"	1865	Chezetcook, N.S........	44 9	15 1	6 4	24	Frederick J. Hyson, Mahone Bay, N.S.
75,864	Roving Lizzie	Weymouth	"	1877	Clare, N.S	35 0	12 3	4 9	11	John Carter and Benj. Carter, Pennfield, N.B.
100,539	Rowena........... .	Digby.....	"	1891	Digby, N.S	35 0	12 2	5 2	10	Orbin Sproul, *et al.*, Digby, N.S.
103,261	Rowena.....	St. John, N.B	"	1896	St. Martin's, N.B.	76 2	26 4	7 4	96	John K. Merriam, Port Greville, N.S.
79,994	Rowena......... ...	"	"	1879	Canning, N.B	73 6	25 6	6 6	84	Mrs. Loretta Ward, Sackville, N.B.
111,835	Roxana............	Digby....	Sloop	1899	Pubnico, N.S.	32 5	10 0	5 5	11	Ainslie Titus, Westport, N.S.
73,119	Royal...	Halifax.	Schr—Glt	1875	Chezetcook, N.S....... .	36 7	13 2	5 2	12	H. W. Embree, Port Hawkesbury, N.S.
96,816	Royal............ .	Sault Ste. Marie....	"	1889	Drummond Island, Mich. U.S.A.	48 0	15 0	6 6	63	Thomas A. Clemence, Toronto, Ont.
121,653	Royal.	Yarmouth..........	Sloop....	1904	Tusket Wedge N.S.....	33 4	10 6	6 0	10	Geo. Boudreau, Tusket Wedge, N.S.
....	Royal Oak..	Montreal...........	Barge—Chd ...	1865	Lancaster, Ont	112 3	22 7	9 4	196	Montreal Transportation Co., Ltd., Montreal, Que.
107,376	Rozzie........	Sydney.	Schr—Glt	1901	Little Bras d'Or, N.S ...	43 8	14 2	5 8	17	Mrs. Charlotte Fudge, North Sydney, N.S.

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116,975	Ruby	Chatham, N.B	Schr—Glt	1905	Parrsboro' N.S.	59 8	22 0	6 2	53	A. Loggie, *et al.*, J.O., Dalhousie, N.B.
80,667	Ruby	Montreal	Barge—Chd	1881	Montreal, Que	106 6	22 3	6 7	145	Dickson Anderson, Montreal, Que.
107,500	Ruby	Quebec	Sloop	1897	St. Siméon, Que	37 2	15 5	4 4	14	Henry Savard, St. Siméon, Que.
100,090	Ruby	St. John, N.B	Schr—Glt	1892	Greenwich, N.B	40 5	14 7	4 8	15	W. J. Dean, Musquash, N.B.
90,535	Runner	Montreal	Sloop	1885	St. Louis, Que	71 7	19 5	5 2	42	A. Daneau, jr., Pierreville, Que.
100,773	Rupert	Chatham, N.B	Schr—Glt	1890	Caraquet, N.B	36 4	12 6	4 8	12	P. Rive, Caraquet, N.B.
121,991	Rupert	Lunenburg	"	1906	Sable River, N.S	74 8	22 4	8 9	78	J. Norman Rafuse, M.O., La Have, N.S.
103,602	Rush Light	Sydney	"	1896	Fourchie, N.S	57 2	19 3	7 4	51	Alexander F. Cameron, Sherbrooke, N.S.
103,273	Russel	Chatham, N.B	"	1894	Miscou, N.B	36 2	12 4	4 8	10	J. M. Ward, Miscou, N.B.
107,772	Ruth	"	Barge—Chd	1875	Lilliesand, Norway	138 0	30 0	17 0	448	Hugh D. McKenzie, Halifax, N.S.
96,727	Ryse	"	Schr—Glt	1889	Shippegan, N.B.	36 2	12 3	4 6	11	Sinai Ache, Shippegan, N.B.
116,771	S. 1	Vancouver	Scow—Chd	1903	Vancouver, B.C	43 0	22 7	3 7	28	Albert E. Stevens, Moodyville, B.C.

116,772	S. 2	Vancouver	Scow—Chd	1902	Vancouver, B. C.	50 0	19 0	3 0	21	Albert E. Stevens, Moodyville, B.C.
116,773	S. 3	"	"	1898	"	47 0	22 2	3 7	38	" " "
107,909	S. B.	St Andrews	Sloop	1890	St. John, N.B.	30 0	11 3	5 0	12	Shadrack Bancroft, Grand Manan, N.B.
107,293	S. C. H	Annapolis Royal	Schr—Glt	1900	Digby, N.S.	67 8	20 3	6 5	49	J. S. Hayden, *et al*, Victoria Beach, N.S.
116,952	S. O. Co. No. 41	Sarnia	Barge—Chd	1903	Pt. Richmond, U.S.A.	156 6	30 0	12 0	481	The Imperial Oil Co., Ltd., Sarnia, Ont.
107,417	S. O. Co. No. 52	Montreal	"	1898	Elizabethport, N.J., U.S.A.	139 0	30 6	11 9	433	The Imperial Oil Co., Ltd., Montreal, Que.
85,558	S. A. Crowell	Yarmouth	Schr—Glt	1884	Salmon River, N.S.	49 4	16 6	7 0	23	Luke LeBlanc, Salmon River, N.S.
96,953	S. A. Fownes	Dorchester	"	1890	Hampton, N.B	90 4	27 6	7 4	123	F. C. Palmer, *et al*, Dorchester N.B.
117,044	S. B. Millard	Barrington	Sloop	1905	Pubnico, N.S.	42 0	14 7	7 5	20	J. M. Symonds, M.O., Clarke's Harbour, N.S.
100,312	S. C. Hood	Yarmouth	Schr—Glt	1892	Yarmouth, N.S.	38 0	13 8	5 3	12	Timothy Powell, Yarmouth, N.S.
59,674	S. G. Marshall	"	"	1868	Rustico, P.E.I	65 2	20 9	6 3	51	Matthew Smith, Wellington, Kent Co., N.B.
73,114	S. Mackay	Halifax	"	1876	Chezetcook, N.S.	30 0	12 0	5 5	16	Robert McGrath, jr., Halifax, N.S.
90,455	Sabaskong	Winnipeg	Barge—Chd	1882	Kenora, Ont	53 5	13 4	4 2	17	W. R. Dick, Winnipeg, Man.
37,630	Sabine	St. Andrews	Schr—Glt	1855 1872	Parrsboro', N.S	58 2	19 8	8 0	50	Joseph Bennett, Boston, Mass., U.S.A.
74,139	Sadie	Halifax	"	1876	La Have, N.S	58 0	19 3	7 5	44	Isaiah Fougère, Larry's River, N.S.
92,608	Sadie M.	Sydney	"	1889	Ingonish, N.S	32 0	12 9	5 3	11	D. McLeod, Ingonish, N.S.
92,361	Sadie O. Holmes	Annapolis Royal	"	1887	Gibson, N.B	80 6	26 8	8 0	98	A. W. Peitzsch, Isaac's Harbour, N.S.
111,771	Sadie No. 3	Victoria	Barge—Chd	1901	Vancouver, B.C	90 0	28 0	6 6	108	George McGregor, Victoria, B.C.
111,779	Sadie No. 4	"	"	1902	"	90 0	28 0	6 6	108	Geo. McGregor, Victoria, B.C.
116,940	Sadie No. 5	"	"	1904	Vancouver, B. C	90 0	28 0	6 6	108	George McGregor, Victoria, B.C.
100,493	Sadie Turpel	"	Schr—Glt	1892	Victoria, B.C	76 0	20 5	7 4	56	Victoria Sealing Co., Ltd., Victoria, B.C.
74,335	Safe	Halifax	"	1877	Tusket, N.S	60 5	18 2	6 1	35	David Doucette, Cheticamp, N.S.
116,224	Saguenay	Quebec	"	1903	Les Escoumains, Que	74 4	22 9	7 7	81	N. Mercier, Les Escoumains, Que.
121,928	St. Adolphe B. B.	"	"	1906	Ile-aux-Coudres, Que.	47 2	15 8	5 7	25	Alphonse Degagné, Ile-aux-Coudres, Que.
69,082	Saint Agnes	Halifax	"	1874	Chezetcook, N.S.	49 8	16 9	7 3	38	L. B. Corkum, East Jeddore, N.S.

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107,404	St. Aimé	Montreal	Sloop	1898	St. Aimé, Que	99 2	22 9	6 5	106	Arthur Charland St. Michel, d'Yamaska, Que.
121,921	St. Alexis	Quebec	Schr—Glt	1906	Grande Baie, Que	68 8	21 0	6 6	52	Thomas Louis Simard, Grand Baie, Que.
111,484	St. Alfred	〃	Sloop	1900	Portneuf, Que	55 8	17 0	4 6	24	Thomas Tremblay, River St. François, Que.
103,361	St. Alfred	〃	〃	1895	Château Richer, Que	56 6	16 2	4 8	24	T. Bois, St. Siméon, Que.
94,876	St. Alphonse	Montreal	〃	1889	Pierreville, Que	108 7	23 0	8 0	149	Alphonse Mongeau, Sorel, Que.
103,615	St. Alphonse	Quebec	〃	1894	St. Alphonse, Que	38 6	15 4	5 3	20	Eloi Pednault, Isle aux Coudres, Que.
116,972	St. André	Chatham, N.B	Schr—Glt	1904	Lameque, N.B	39 0	13 2	5 0	15	André A. Ache, Lameque, N.B.
116,473	St. Anne	〃	〃	1904	Shippegan, N.B	44 0	12 9	5 8	14	Onesime Chaisson, Shippegan, N.B.
107,562	St. Anthony	Parrsboro'	〃	1899	Parrsboro', N.S	85 9	26 4	8 6	100	Patrick McLaughlin, M. O., Parrsboro', N.S.
77,594	St. Antoine	Montreal	Sloop	1879	St. Marcel, Que	80 5	19 7	4 4	51	Damase Chausse, Lanoraie, Que.
100,363	St. Antoine	Quebec	Barge—Chd	1891	Ste. Croix, Que	85 6	22 4	6 6	85	V. Charland, St. Jean des Chaillons, Que.
69,657	St. Antoine	〃	〃	1873	Montmorency, Que	99 8	22 8	7 1	99	Thomas Sonne, Montreal, Que.
112,026	St. Antoine	〃	〃	1901	Leclercville, Que	83 4	23 3	7 2	98	Antoine Morneau, Leclercville, Que.
103,838	St. Antoine	〃	Schr—Glt	1895	Château Richer, Que	64 7	21 0	7 6	54	P. Gosselin, Château Richer, Que.

107,502	St. Antoine	Quebec	Sloop	1898	St. Siméon, Que	32 4	14 2	4 4	12	A. Vezina, St. Siméon, Que.
107,669	St. Antoine	"	Schr—Glt	1899	Crane Island, Que	39 8	16 4	5 4	22	Wilfred Vezina, Crane Island, Que.
116,214	St. Antoine	"	"	1902	Les Eboulements, Que	59 4	18 0	5 2	32	Soleme Tremblay, Les Eboulements, Que.
111,488	St. Antoine	"	"	1900	St. Fulgence, Que	72 0	20 6	6 8	54	J. T. Alexis, *et al.*, St. Anne de Chicoutimi, Que.
116,703	St. Antoine	"	"	1903	Les Eboulments, Que.	58 0	18 1	5 4	31	Alban Tremblay, Les Eboulments, Que.
121,667	St. Antoine	"	Sloop	1906	L'Islet, Que	51 0	17 8	1 9	25	Amédee Caron, L'Islet, Que.
107,679	St. Antoine de Padoue.	"	Schr—Glt	1900	La Petite Rivière, St. François Xavier, Que.	71 4	22 4	6 4	58	Alfred Bouchard, Petite Rivière, Co. Charlevoix, Que.
111,792	Saint Aubin	Port Hawkesbury	"	1903	Cheticamp, N.S	37 8	22 1	5 9	15	The C. Robin Collas Co., Ltd., Halifax, N.S.
107,885	St. Bartelemy	Montreal	Sloop	1899	St. Aimé, Que	67 7	18 4	4 6	37	Bartelemy Caron, St. Aimé, Que.
111,613	St. Benoit	Quebec	Schr—Glt	1901	La Petite Rivière, St. François Xavier, Que.	67 2	20 2	5 2	41	Joseph Bouchard, Petite Riviere. Que.
107,570	St. Bernard	Parrsboro'	"	1901	Parrsboro', N.S	90 8	26 7	9 1	123	J. N. Pugsley, *et al.*, Parrsboro', N.S.
107,610	St. Bernard	Weymouth	"	1903	St. Bernard, N.S	47 0	15 7	6 2	24	Joseph D. Weaver, St. Bernard, N.S.
85,300	St. Bernardin	Montreal	Sloop	1882	St. Thomas, Que	101 0	23 3	6 7	101	Nazaire Lavigne, Charlemagne, Que.
111,486	St. Cèrice	Quebec	Schr—Glt	1900	Isle aux Coudres, Que.	70 0	23 9	7 2	65	R. Hudson, Quebec, Que.
100,597	St. Charles	Montreal	Sloop	1891	Pierreville, Que	104 4	22 4	6 9	121	Charles Mongeau, Sorel, Que.
107,676	St. Charles	Quebec	"	1899	Green Island, Que	38 0	14 8	4 4	16	Adolphe Fraser, Green Island, Que.
103,131	St. Charles	"	"	1893	L'Islet, Que	30 8	14 6	4 2	16	Phidime Moreault, L'Islet, Que.
71,210	St. Clair	Chatham, Ont	Schr—Glt	1875	Sophiasburgh, Ont	82 0	21 0	8 0	101	Peter Haggbloom, Port Burwell, Ont.
94,739	St. Croix	Windsor, N.S	Bktn—Bkglt	1890	Newport, N.S	157 9	36 5	16 0	653	Thos. Aylward, Windsor, N.S.
73,100	St. Cyprien	Montreal	Sloop	1872	Pierreville, Que	105 0	22 8	7 1	128	J. B. Desmarais, Pierreville, Que.
116,889	Saint Dominique	Arichat	Schr—Glt	1904	Petite de Grat, N.S	47 0	13 0	6 9	21	T. Marchand, M.O., Petite de Grat, N.S.
116,717	St. Donat	Quebec	"	1905	St. Croix, Que	82 6	21 8	6 8	75	L. Lafleur, St. Croix, Que.
100,863	St. Edgar	"	"	1893	St. Siméon, Que	58 6	18 0	5 0	25	C. Gagnon, St. Siméon, Que.
100,368	St. Edouard	"	Barge—Chd	1892	Gentilly, Que	105 8	22 9	7 3	134	Philippe Carrette, St. Jean Deschaillons, Que.
92,761	St. Etienne	"	Schr—Glt	1888	Tadousac, Que	51 8	20 9	5 6	49	Auguste Coté, Grande Baie, Que.

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73,018	St. Eulalie	Quebec	Schr—Glt	1875	Les Eboulements, Que	41 5	14 0	5 8	20	François Bourgoing, Tadousac, Que.
74,257	St. Flavie	"	"	1876	Ste. Flavie, Que	46 8	14 7	6 4	28	Ferdinand Emond, Ste. Flavie, Que.
97,135	St. François	"	Sloop	1890	L'Islet, Que	48 0	16 8	1 8	19	H. Fournier, L'Islet, Que.
107,240	St. François	"	"	1898	St. Siméon, Que	41 6	14 3	4 6	17	J. Foster, St. Siméon, Que.
77,551	St. François Xavier	Montreal	"	1874	Batiscan, Que	88 0	22 3	6 6	92	L. Bernier, St. Jean Deschaillons, Que.
69,609	St. François Xavier	Quebec	Schr—Glt	1873	Ste. Genevieve de Batiscan, Que.	92 4	22 6	7 0	99	F. X. Dessureau dit Baribeau, Batiscan, Que.
80,747	St. François Xavier	"	"	1878	Mille Vaches, Que	56 1	17 5	6 0	34	Alfred Renaud, La Petite Rivière, St. François Xavier, Que.
121,927	St. François Xavier	"	Sloop	1906	Riviere St. François, Que	68 4	22 9	5 4	49	Thomas Lavoie, M.O., Riviere St. François, Que.
100,178	St. George	Montreal	"	1891	Shoreham, G.B	28 7	7 5	4 3	5	William A. Benyon, Montreal, Que.
116,221	St. George	Quebec	Barge—Chd	1900	Nicolet, Que	97 2	22 8	7 2	116	Adelard Beaudet, St. Jean Deschaillons, Que.
112,032	St. George	"	"	1902	St. Aimé, Que	79 2	22 0	6 5	83	Jean B. Daigle, St. Aimé, Que.
97,123	St. George	"	Sloop	1886	St. Thomas, Que	52 8	16 4	5 4	26	Narcisse Collin, Montmagny, Que.
111,625	St. George	"	"	1901	Les Eboulements, Que	32 8	10 1	5 0	10	George Gagné, Les Eboulements, Que.
116,701	St. George	"	Barge—Chd	1901	St. Jean Deschaillons, Que.	63 6	16 9	4 8	37	Alexandre Hamel, St. Jean Deschaillons, Que.

111,612	St. George	Quebec	Sloop	1901	La Petite Rivière, St. François Xavier, Que.	54 0	18 6	5 2	30	Eugene Dufour, Petite Rivière, St. François Xavier, Que.
103,364	St. George	"	"	1894	Château Richer, Que.	60 0	20 6	5 7	43	F. Simard, Château Richer, Que.
88,258	St. George	St. John, N.B	Schr—Glt	1879	Westfield, N.B	55 5	17 0	3 5	26	C. E. Belyea, St. John, N.B.
103,970	St. Gertrude	Montreal	Sloop	1898	St. François du Lac, Que.	104 9	22 9	6 5	111	Donat Charland, Sorel, Que.
103,500	St. Helena	Lunenburg	Schr—Glt	1896	Lunenburg, N.S	97 8	23 8	9 5	99	John H. Pike, Channel, Nfld.
103,329	Saint Helier	Port Hawkesbury	"	1900	Eastern Harbour, N.S	35 4	11 9	6 9	12	The C. Robin, Collas & Co., Ltd., Jersey.
80,700	St. Hilaire	Montreal	Sloop	1882	Batiscan, Que.	102 2	23 0	8 6	146	Louis Sauvageau, Champlain, Que.
107,491	St. Hilaire	Quebec	"	1898	Baie St. Paul, Que	42 6	18 0	6 0	29	P. Tremblay, Isle aux Coudres, Que.
111,623	St. Hilaire	"	Schr—Glt	1901	Grandes Bergeronnes, Que.	70 4	20 3	6 0	50	Joseph Bouillon, Rimouski, Que.
....	St. Hyacinthe	Montreal	Barge—Chd	1873	Hawkesbury, Ont.	95 8	23 2	5 2	74	P. Tellier, Lachine, Que.
53,817	St. Jean	Quebec	"	1865	Batiscan, Que.	83 0	22 6	5 6	68	Jean Lemay, St. Jean Deschaillons, Que.
74,220	St. Jean Baptiste	Montreal	Sloop	1872	St. François, Que.	188 4	22 9	7 9	143	A. Bibeau, Notre Dame de Pierreville, Que.
74,223	St. Jean Baptiste	"	"	1876	Yamaska, Que	78 5	20 0	4 8	51	C. Levesque, Sorel, Que.
80,676	St. Jean Baptiste	"	"	1874	Lachine, Que	82 2	20 6	5 4	58	Thos. Quillan, St. Henri, Que.
121,926	St. Jean Baptiste	Quebec	Schr—Glt	1906	Les Ecureuils, Que	70 2	20 6	6 4	62	Jean B. Dussault, Les Ecureuils, Que.
111,469	St. John	Chatham, N.B	"	1901	Shippegan, N.B	40 7	13 0	5 2	13	John Aché, Shippegan, N.B.
112,167	St. Joseph	"	"	1903	Caraquet, N.B.	33 0	11 8	5 0	10	R. Gionet, Caraquet, N.B.
103,008	St. Joseph	"	"	1893	Shippegan, N.B.	38 3	12 3	4 8	12	A. Aché, Shippegan, N.B.
78,037	St. Joseph	Chatham, Ont	"	1880	Stoney Point, Ont	50 0	15 4	4 0	14	A. Bruly, Chatham, Ont.
74,204	St. Joseph	Montreal	Sloop	1874	Pierreville, Que	74 7	20 8	5 2	53	A. Desmarais, St. François, Que.
85,770	St. Joseph	"	"	1884	Sorel, Que	97 3	23 0	7 2	103	Joseph Champagne, Nicolet, Que.
85,775	St. Joseph	"	"	1882	Pierreville, Que.	97 6	23 0	6 9	112	W. Carpentier, Champlain, Que.
90,548	St. Joseph	"	"	1886	Sorel, Que	104 7	23 0	6 2	101	Eusèbe Lussier, Sorel, Que.
....	St. Joseph	"	Barge—Chd	1862	Yamaska, Que	95 7	23 0	6 5	98	Alexis Page, Lanoraie, Que.
....	St. Joseph	"		1863	Batiscan, Que	91 5	22 6	5 2	66	Alexis Page, Lanoraie, Que.

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90,733	Saint Joseph	Port Hawkesbury	Schr—Glt	1887	Margaree, N.S.	49 0	16 0	6 7	27	John H. Beaver, Pleasant Harbour, N.S.
83,354	St. Joseph	Quebec	"	1881	Isle Verte, Que.	45 5	15 1	3 5	13	J. Peron, Les Eboulements, Que.
73,004	St. Joseph	"	Bgtn—Bkglt.	1875	Cap St. Ignace, Que.	11 5	27 1	11 9	233	J. A. Maguire, Quebec, Que.
73,036	St. Joseph	"	Barge—Chd	1871	St. Aimé, Que.	100 7	23 0	7 0	115	Nazaire, Lavigne, Charlemagne, Que
92,350	St. Joseph	"	"	1888	St. Emélie, Que.	77 4	22 6	6 0	60	Fritz Parrot, Leclerville, Que.
100,867	St. Joseph	"	Schr—Glt	1888	Isle aux Coudres, Que.	47 6	15 6	4 8	19	A. Boily, St. Louis, Isle aux Coudres, Que.
103,353	St. Joseph	"	Sloop	1894	St. Jean Deschaillons, Que.	56 4	17 2	5 2	22	A. Hamel, St. Jean Deschaillons, Que.
103,626	St. Joseph	"	Schr—Glt	1895	Les Ecureuils, Que	98 9	22 9	7 2	111	A. Bois. Les Ecureuils, Que.
103,840	St. Joseph	"	"	1896	Château Richer, Que.	98 0	23 2	6 9	99	E. Himbeault, Château Richer, Que.
107,232	St. Joseph	"	"	1897	St. Siméon, Que.	64 6	20 5	5 6	48	Vezina Duchene, St. Irenée, Que.
111,481	St. Joseph	"	Sloop	1900	La Petite Rivière, St. François Xavier, Que.	59 4	20 4	5 0	36	Edouard Boily, M.O., Baie St. Paul, Que.
111,617	St. Joseph	"	Schr—Glt	1901	Isle aux Coudres, Que.	54 9	18 8	6 0	34	Theodore Pinze Baie de Mille Vaches, Que.
107,234	St. Joseph Trois Saumons.	"	Sloop	1898	St. Jean Port Joli, Que.	49 8	18 2	5 6	28	Joseph Picard, fils., Cap St. Ignace, Que.
......	St. Laurent	Montreal	Barge—Chd	1871	Sorel, Que.	79 4	22 8	5 1	69	A. Gervais, St. Louis de Bonsecours, Que.

111,622	St. Laurent	Quebec	Schr—Glt	1901	Grandes Bergeronnes, Que.	71 2	20 8	6 4	53	Alfred Tremblay, Grandes Bergeronnes, Que.
85,467	St. Laurent	"	"	1882	Rimouski, Que	75 2	21 0	7 1	70	Joseph Ouellett, St. Germain de Rimouski, Que.
77,873	St. Laurent	"	"	1874	Rivière du Loup, Que	32 7	12 5	4 5	11	Geo. C. Stephen, Montreal, Que.
97,138	St. Laurent	"	Sloop	1886	L'Islet, Que	51 0	19 6	5 2	28	Arthur Leclerc, Quebec, Que.
116,704	St. Laurent	"	"	1904	Petite Rivière St. François Xavier, Que.	67 2	20 8	6 3	50	Pierre Lavoie, Petite Rivière, St. François Xavier, Que.
107,737	St. Lawrence	Kingston	Dredge—Drague	1890	Cornwall, Ont	90 2	30 1	6 0	125	W. H. Davis, Ottawa, Ont.
74,240	St. Lawrence	Montreal	Sloop	1872	Pierreville, Que	97 6	23 0	7 0	102	Moïse Lamirande, St. François, Que.
73,974	St. Léon	Quebec	Barge—Chd	1873	St. Jean Deschaillons, Que.	93 2	22 0	7 3	104	Fidèle Laliberté, Village Deschaillons, Que.
103,461	St. Lidwina	Arichat	Schr—Glt	1899	L'Ardoise, N.S	35 9	10 2	5 3	11	Alexander Peters, L'Ardoise, N.S.
74,250	St. Louis	Montreal	Sloop	1876	St. Hugues, Que	77 8	19 5	5 0	50	N. Lavigne, Montreal, Que.
90,541	St. Louis	"	"	1886	Yamaska, Que	97 1	22 4	7 1	114	A. Laplante, Lachine, Que.
59,967	St. Louis	Quebec	Barge—Chd	1869	Ste. Emélie, Que	94 0	20 0	5 7	73	Jos. Chénard, Ste. Emélie, Que.
74,276	St. Louis	"	Schr—Glt	1875	Mille Vaches, Que	64 7	17 5	7 3	47	B. Caron, Les Escoumains, Que.
107,496	St. Louis	"	Sloop	1897	St. Siméon, Que	37 0	13 0	4 0	13	L. Dufour, St. Siméon, Que.
100,362	St. Louis	"	"	1891	Isle aux Coudres, Que	53 4	15 4	5 8	23	Alf. Bergeron, Isle aux Coudres, Que.
121,661	St. Louis	"	Schr—Glt	1905	Bay St. Paul, Que	77 0	24 6	6 8	73	Louis Mailloux, *et al.*, J.O., Bay St. Paul, Que.
75,636	Saint Louis	St. Catharines	Bktn—Bkglt	1877	St. Catharines, Ont	127 7	26 2	11 9	334	D. Sylvester, Toronto, Ont.
85,307	St. Louis de Bonsecour.	Montreal	Sloop	1878	St. Louis, Que	73 5	18 6	4 6	40	F. Varieur, St. Louis de Bonsecours, Que.
100,173	St. Marie	"	"	1889	St. Aimé, Que	79 4	20 2	5 0	52	Nazaire Lavigne, Charlemagne, Que.
77,596	St. Marie	"	"	1897	Sorel, Que	101 0	22 3	6 5	117	A. Fortier, Montreal, Que.
....	St. Marie	"	Barge—Chd	1864	Lachine, Que	93 6	20 0	6 6	103	P. Laplante, Lachine, Que.
54,500	St. Martin's Packet.	Arichat	Schr—Glt	1863	St. Martin's, N.B	58 8	18 2	6 8	42	Alphie Cormier, Buctouche, N.B.
94,872	St. Maurice	Montreal	Sloop	1888	Pierreville, Que	98 6	22 7	6 6	112	Francis Dussault, St. Jean Deschaillons, Que.
103,723	Saint Maurice	Parrsboro'	Schr—Glt	1896	Port Greville, N.S	119 9	31 3	11 3	272	A. W. Copp, Parrsboro', N.S.
94,877	St. Michel	Montreal	Sloop	1887	Yamaska, Que	92 0	20 8	6 4	90	Philip Carrett, St. Jean Deschaillons, Que.

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66,017	St. Michel	Quebec	Sloop	1872	St. Jean Deschaillons, Que.	93 2	23 5	7 2	103	L. Lefleur, Village Deschaillons, Que.
121,670	St. Michel	"	"	1906	La Petite Riviere, Que.	59 0	18 8	5 4	34	Eloi Bouchard, La Petite Riviere St. Francois, Que.
92,543	St. Nicholas	Montreal	"	1885	Pierreville, Que.	85 8	16 9	4 0	45	Canadian Construction Company, Ltd., Montreal, Que.
100,453	St. Nicolas	Quebec	Schr—Glt	1891	Château Richer, Que.	70 0	23 8	6 4	66	James Richardson Co., Ltd., Matane, Que.
116,321	St. Olaf	Parrsboro'	Schr—Glt	1903	Parrsboro', N.S.	130 6	33 1	11 0	277	H. Macaloney, *et al.*, Parrsboro', N.S.
103,464	St. Patrick	Arichat	"	1899	L'Ardoise, N.S.	55 5	14 3	8 0	27	Harris Corkum, East Jeddore, N.S.
108,000	St. Patrick	Canso	"	1901	Port Felix, N.S.	43 0	13 2	7 6	18	R. Belfountaine, Port Felix, N.S.
83,096	Saint Patrick	Chatham, N.B.	"	1884 1894	Margaree, N.S.	41 2	13 9	5 7	16	J. White, Alberton, P.E.I.
100,582	St. Patrick	Montreal	Sloop	1890	Pierreville, Que	93 0	22 5	6 3	96	Victor Charland, St. Jean Des Chaillons, Que.
75,676	St. Patrick de Fraserville.	Quebec	Schr—Glt	1877	Rivière du Loup, Que.	54 2	18 5	5 9	36	A. Desbien, Isle aux Coudres, Que.
122,065	St. Paul	Montreal	Sloop	1898	St. Thomas de Pierreville, Que.	88 5	20 3	5 1	65	Paul Joly, Ste. Anne de Sorel, Que.
111,620	St. Paul	Quebec	"	1901	Baie St. Paul, Que.	66 6	21 6	6 2	56	The La Ferriere Lumber Co., Ltd., Montreal, Que.
97,174	St. Paul	Windsor, N.S	Bktn—Bkglt	1890	Newport, N.S	134 9	33 0	15 0	440	E. E. Hutchings, Brooklyn, N.Y., U.S.A.
107,776	St. Peter	Chatham, N.B	Schr—Glt	1900	Shippegan, N.B.	39 0	12 6	5 0	12	Adolphe Aché, Shippegan, N.B.

83,089	St. Peter	Pictou, N.S	Schr—Glt	1883	Mabou, N.S	38 5	13 0	5 6	16	Edwin Gillis, Tignish, P.E.I.
88,297	St. Philippe	Quebec	Barge—Chd	1884	St. Thomas de Pierreville, Que.	100 0	22 5	7 4	121	Jos. Durand, Champlain, Que.
77,553	St. Pierre	Montreal	Sloop	1876	St. Pierre, Que	82 5	22 0	6 0	76	L. St. Cyr, St. Pierre les Becquets, Que.
80,688	St. Pierre	Montreal	Sloop	1881	Sorel, Que	102 2	22 2	6 6	113	Philéas Desmarais, Notre Dame de Pierreville, Que.
77,584	St. Pierre	"	"	1875	St. Thomas, Que	70 0	18 3	4 3	39	P. Bellefeuille, Sorel, Que.
107,899	St. Pierre	"	Dredge—Drague	1899	Three Rivers, Que	79 2	28 0	8 1	180	Antoine St. Pierre, Three Rivers, Que.
97,140	St. Pierre	Quebec	Schr—Glt	1891	Baie des Bacons, Que	67 4	20 6	5 0	44	Hermenegilde Brisson, Tadousac, Que.
103,624	St. Pierre	"	"	1896	St. Fulgence, Que	66 6	21 2	6 6	55	Jos. Lajoie, St. Fulgence, Que
103,564	St. Roch	"	Sloop	1894	Pierreville, Que	107 9	22 8	7 9	110	J. Robillard, Montreal, Que.
103,987	St. Roch	"	"	1897	Grandes Bergeronnes, Que.	57 0	19 0	4 8	32	A. Tremblay, Grandes Bergeronnes, Que.
107,228	St. Roch	"	"	1897	Isle aux Grues, Que	64 2	21 0	5 2	41	C. Vézina, Isle aux Grues, Que.
122,062	St. Romuald	Montreal	"	1906	Notre Dame de Pierreville, Que.	109 7	23 6	7 7	138	Adolphe Marchand, Champlain, Que.
107,318	St. Stephen	Halifax	Schr—Glt	1899	Port Felix, N.S	47 5	12 7	6 8	19	Moses Cahoon, Canso, N.S.
111,902	St. Thomas	Arichat	"	1901	Rockdale, N.S	30 0	11 0	5 6	10	Thomas Pottie, Rockdale, N.S.
112,041	St. Thomas	Quebec	Sloop	1902	Montmagny, Que	62 4	19 5	5 7	37	Alfred Tremblay, Montmagny, Que.
73,090	St. Zénon	Montreal	"	1870	Lanoraie, Que	97 0	23 0	6 3	96	E. Haynemand, Lanoraie, Que.
107,225	Ste. Alphonsine	Quebec	Schr—Glt	1897	Château Richer, Que	59 0	18 6	8 1	44	F. Simard, Château Richer, Que.
90,433	Ste. Anne	Barrington	"	1890	Eel Brook, N.S	38 0	12 5	4 5	11	F. A. Smith, Cape Island, N.S.
117,187	Ste. Anne	Chatham, N B	"	1906	Shippegan Island, N.B.	37 0	13 0	5 4	13	Jean P. Noel, Shippegan Island, N.B.
88,319	Ste. Anne	Quebec	"	1883	St. Antoine, Que	34 6	13 5	5 3	14	C. Vézina, Crane Island, Que.
73,026	Ste. Anne	"	"	1878	Betchouan, Que	45 0	16 2	6 5	20	Lazare Michaud, Isle Verte, Que.
92,765	Ste. Anne	"	"	1886	Bon Désir, Que	48 8	16 8	6 4	28	J. Truchon, Bon Désir, Que.
116,216	Ste. Anne	"	"	1901	Manicouagan, Que	54 6	18 2	6 8	40	Ben. E. Goudreault, Manicouagan, Que.
64,951	Ste. Anne	"	Barge—Chd	1870	Ste. Anne de la Parade, Que.	95 5	21 3	7 2	93	Pierre N. Pleau, Ste. Anne de la Parade, Que.
69,577	Ste. Anne	"	Schr—Glt	1873	Ste. Anne de Chicoutimi, Que.	63 2	19 8	7 3	54	Mme. Salomé Parent, Fraserville, Que.

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74,251	Ste. Anne	Quebec	Barge—Chd	1873	Lanoraie, Que	90 8	22 5	7 7	120	Alfred Morin, Champlain, Que.
85,466	Ste. Anne	"	Schr—Glt	1883	Ste. Luce, Que	59 0	19 3	6 6	44	Jos. Caron, Tadousac, Que.
83,352	Ste. Anne	"	"	1881	Seven Islands, Que	44 1	13 7	6 4	18	D. Morin, L'Islet, Que.
103,149	Ste. Anne	"	"	1894	Isle aux Coudres, Que	55 6	17 4	6 0	36	Cleophas Vézina, St. Michel de Bellechasse, Que.
107,661	Ste. Anne	"	"	1898	St. Irénée, Que	83 4	23 7	9 2	102	Celestin Lajoie, St. Irénée, Que.
107,670	Ste. Anne	"	Schr—Glt	1899	Moisie River, Que	41 2	13 6	5 6	18	Cleophas Pelletier, Little Matane, Que.
107,677	Ste. Anne	"	Barge—Chd	1898	St. Antoine de Tilley, Que.	96 6	25 1	7 2	122	Lean Collin, St. Antoine de Tilley, Que.
103,832	Ste. Anne	"	Schr—Glt	1895	Les Eboulements, Que	50 8	17 8	6 0	31	A. Tremblay, Les Eboulements, Que.
107,231	Ste. Anne	"	"	1897	Manicouagan, Que	35 6	12 4	5 4	13	M. Chouinard, Manicougan, Que.
103,973	Ste. Augustine	"	"	1896	Sandy Bay, Que	36 4	12 8	5 0	12	Joseph Harvey, Isle-aux-Coudres, Que.
66,035	Ste. Catherine	"	"	1869	Point du Lac, St. Maurice, Que.	76 0	22 5	7 0	79	M. S. Delisle, Portneuf, Que.
117,189	Ste. Cecelia	Chatham, N.B	"	1906	Shippegan Island, N.B.	37 0	12 8	5 4	13	Gelas Aché, Shippegan Island, N.B.
112,037	Ste. Croix	Quebec	Sloop	1902	La Petite Rivière, Que.	65 4	20 2	5 6	44	Raymond Lavoie, La Petite Rivière, St. François Xavier, Que.
107,667	Ste. Croix	"	"	1899	Ste. Croix, Que	77 2	21 4	6 2	63	Ubald Desrochers, Ste. Croix, Que.

66,096	Ste. Elmire	Quebec	Barge—Chd	1872	St. Emélie, Que	68 0	20 8	5 7	48	Sinai Delorme, Ste. Anne de la Parade, Que.
122,051	Ste. Julie	Chatham, N.B	Schr—Glt	1906	Shippegan Island, N.B	37 0	13 0	5 3	12	Octave P. Noel, Shippegan Island, N.B.
112,031	Ste. Marie	Quebec	"	1902	Manicouagan, Que	58 8	18 4	7 0	47	Etienne Landry, Manicouagan, Que.
92,334	Ste. Marie	"	"	1886	Moïsie, Que	60 0	20 6	7 8	53	Wilfrid Guimond, St. Jerome de Matane, Que.
107,508	Ste. Marie	"	Barge—Chd	1898	St. Siméon, Que	95 0	23 2	7 4	107	Arthur Talon, St. Siméon, Que.
107,507	Ste. Marie	"	Schr—Glt	1898	"	64 8	20 2	5 4	41	Wm. Savard, St. Siméon, Que.
88,305	Ste. Marie Anne	"	"	1884	Château Richer, Que	79 6	19 4	6 4	51	Zéphirin Rhéaume, Château Richer, Que.
74,246	Salaberry	Montreal	Sloop	1869	Pierreville, Que	84 3	22 5	6 0	74	A. Levigne, Charlemagne, Que.
80,763	Salmon Queen	Quebec	Schr—Glt	1881	Murray Bay, Que	38 5	14 0	4 5	15	J. Jean, Murray Bay, Que.
92,545	Salvail	Montreal	Barge—Chd	1887	Yamaska, Que	107 7	22 7	8 4	168	Pierre Letendre, Yamaska, Que.
107,301	Sam Slick	Windsor, N.S	Schr—Glt	1898	Mt. Denison, N.S	78 0	22 9	8 8	90	R. H. Burgess, Parrsboro', N.S.
116,447	San Juan	Shelburne	"	1904	Sable River, N.S	57 3	18 0	8 1	42	George L. Baker, West Jeddore, N.S.
103,334	Sancta Anna	Montreal	Sloop	1894	Pierreville, Que	116 8	24 8	10 1	228	D. Salvaille, and N. Salvaille, J. O., Sorel, Que.
75,675	Sancta Maria	Quebec	Schr—Glt	1877	Natashquan, Que	42 5	13 7	6 0	20	Hypolite Landry, Natashquan, Que.
97,015	Sand Fly	St. Catharines	Scow—Chd	1885	U.S.A	45 2	20 0	3 1	28	W. Hand, Port Dalhousie, Ont.
88,525	Sandy	Hamilton	"	1886	Hamilton, Ont	52 0	14 0	4 0	28	Oscar Matthews, M.O., Hamilton, Ont.
88,589	Sanford	Yarmouth	Schr—Glt	1884	Maitland, N.S	45 5	14 8	5 8	20	W. A. Killam, Yarmouth, N.S.
74,401	Sara	Chatham, N.B	"	1876	Shippegan, N.B	35 0	11 3	4 4	11	Nazaire Noël, Shippegan, N.B.
88,296	Sara	Quebec	Yawl—Yole	1884	St. Laurent, Island of Orleans, Que	28 5	11 2	4 0	8	Adelard Patry, Beaumont, Que.
100,907	Sarah	Chatham, N.B	Schr—Glt	1890	Caraquet, N.B	38 1	13 0	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., Caraquet, N.B.
71,136	Sarah	Port Burwell	"	1871 1882	Port Dover, Ont	73 3	19 4	6 6	65	C. Graham, Kincardine, Ont.
64,511	Sarah	St. John, N.B	"	....		47 0	15 0	6 7	23	L. F. Barkhouse, Westport, N.S.
88,438	Sarah A. Townsend	Halifax	"	1884	Pugwash, N.S	93 5	25 3	10 8	149	Robt. H. Cann, Louisburg, N.S.
103,010	Sarah B.	"	"	1889	Caraquet, N.B	36 5	12 2	4 5	10	J. Le Bouthiller, Caraquet, N.B.
61,907	Sarah D.	Liverpool	"	1870	Liverpool, N.S	38 0	13 5	5 3	42	J. Hawbolt, Chester, N.S.

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94,756	Sarah E. Ells	St. John, N.B.	Schr—Glt	1889	Baxter's Harbour, N.S.	42 7	15 3	6 1	19	L. Houghton, Hall's Harbour, N.S.
85,483	Sarah H. Secton	Shelburne	"	1883	Lockeport, N.S.	80 0	23 0	8 9	95	Albert Garnier, St. George's Bay, Nfld.
75,639	Sarah Jane	St. Catharines	Barge—Chd	1872	Port Robinson, Ont	131 0	24 5	9 5	238	J. S. Nesbitt, Sarnia, Ont.
100,746	Sarah Jane	Windsor, N.S.	Schr—Glt	1896	Baxter's Harbour, N.S.	40 0	14 0	5 6	15	Jas. D. Ells, *et al.*, Kingsport, N.S.
64,869	Sarah L. Oxner	Halifax	"	1872	Port Medway, N.S.	48 0	17 4	7 0	34	Edward D. Delory, *et al.*, Georgetown, P.E.I.
103,252	Sarah M	St. John, N.B	"	1894	Black River, N.B.	69 0	23 0	5 8	77	R. P. & W. F. Starr, Ltd., St. John, N.B.
100,218	Sarah M. W	Halifax	"	1892	St. Margaret's Bay, N.S.	38 2	12 7	5 5	14	Hezekiah Wamboult, Indian Harbour, N.S.
94,992	Sarah P. Ayer	Charlottetown	"	1869	Gloucester, Mass., U.S.A	74 5	21 6	7 0	64	James S. Gordon, Alberton, P.E.I.
111,741	Saratoga	Lunenburg	"	1902	Mahone Bay, N.S.	86 8	22 9	9 8	92	Chas. U. Mader, Mahone Bay, N.S.
88,495	Saskatchewan	Winnipeg	Barge—Chd	1882	Winnipeg, Man.	146 4	24 5	7 2	219	The Northwest Navigation Co., Ltd., Winnipeg, Man.
117,190	Saturn	Chatham, N.B	Schr—Glt	1906	New Bandon, N.B.	33 6	12 3	5 0	10	Dominic Blanchard, New Bandon, N.B.
122,048	Saucy Imp	St. Andrews	Sloop.	1906	West Isles, N.B.	28 0	11 7	6 0	11	Charles Green, West Isles, N.B.
....	Saucy Jack	Port Dover	Schr—Glt	1864	Sandusky Creek, O., U.S.A.	72 0	16 0	6 7	68	J. H. McDonald, Toronto, Ont.
100,800	Saucy Lass	Victoria	"	1892	Victoria, B.C.	57 4	19 8	8 2	38	Victoria Sealing Co., Ltd., Victoria, B.C.

103,070	Savitar	Yarmouth	Sloop	1895	Boston, Mass., U.S.A.	26 3	10 0	2 9	3	C. T. Grantham, Yarmouth, N.S.
90,480	Savona	Maitland	Ship—3 m.	1891	South Maitland, N.S.	226 9	40 5	23 2	1584	M. Dickie, Truro, N.S.
103,584	Saxon	Chatham, N.B	Schr—Glt	1896	Shippegan, N.B	37 2	12 2	4 8	13	Philip Rive, Caraquet, N.B.
100,799	Sayward No. 1	Victoria	Barge—Chd	1893	Victoria, B.C	78 0	27 5	6 0	101	Sayward Mill & Lumber Co., Ltd., Victoria, B.C.
92,627	Sceptre	Lunenburg	Bgtn—Bkglt	1887	Lunenburg, N.S	88 6	24 5	9 7	120	Zwicker & Co., Ltd., Lunenburg. N.S.
116,529	Scotia	Lunenburg	Schr—Glt	1905	La Have, N.S	72 2	22 6	8 6	78	A. Burns, M.O., La Have, N.S.
112,328	Scotia Queen	Parrsboro'	"	1903	Fox River, N.S	87 0	27 0	8 8	108	T. Dunsmore, Economy, N.S.
111,656	Scow No. 1	Montreal	Scow—Chd	1901	Hawkesbury, Ont	138 0	31 4	6 8	253	Riordan Paper Mills, Ltd., Merritton, Ont.
111,657	Scow No. 2	"	"	1901	"	138 6	31 5	6 8	251	" "
111,658	Scow No. 3	"	"	1901	"	103 8	24 1	6 6	138	" "
107,947	Scow No. 4	St. Catharines	"	1901	Buffalo, N.Y., U.S.A.	89 5	34 2	10 3	282	Michael J. Hogan, Quebec, Que.
112,011	Scow No. 28	Port Arthur	"	1891	Duluth, Minn., U.S.A.	104 0	26 5	11 0	230	James Whalen, Port Arthur, Ont.
112,012	Scow No. 29	"	"	1891	"	104 0	26 5	11 0	230	" "
112,013	Scow No. 31	"	"	1891	"	72 0	22 0	6 0	82	" "
121,710	Scow No. 36	Toronto	"	1905	Toronto, Ont.	124 5	32 2	10 5	421	The Canadian Shipbuilding Co., Ltd., Toronto, Ont.
121,841	Scow No. 37	"	"	1905	Toronto, Ont.	124 5	32 2	10 5	421	" " "
72,092	Scud	Chatham, N.B	Schr—Glt	1876	Richibucto, N.B	52 0	17 8	6 6	28	Robert Cochrane, Richibucto, N.B.
100,433	Scud	Moncton	"	1891	Hopewell, N.B	34 8	12 1	5 1	11	C. W. Edgett, M.O., Moncton, N.B.
100,082	Scud	St. John, N.B	"	1891	French Lake, N.B	63 7	20 4	5 4	56	H. S. Upton, French Lake, Sunbury Co., N.B.
85,737	Scylla	Halifax	"	1883	Mahone Bay, N.S	83 8	24 0	9 0	95	Ishmael Nauffts, Liscomb, N.S.
59,928	Sea Bird	Chatham, N.B	"	1892	Shippegan, N.B	34 0	12 1	5 0	10	W. S. Loggie, Co., Ltd., Chatham, N.B.
100,959	Sea Bird	Halifax	"	1869	Chezetcook, N.S	38 2	13 7	5 8	17	Louis Murphy, Ship Harbour, N.S.
....	Sea Bird	Kingston	"	1867	Battersea, Ont	91 8	21 9	7 7	121	Mary A. Cameron, Picton, Ont.
97,042	Sea Bird	Quebec	"	1869	Murray Bay, Que.	60 0	19 5	8 2	53	F. X. Boudreault, Anse St. Jean Que.
59,200	Sea Bird	St. John, N.B	"	1868 1883	Greenwich, N.B	76 3	26 7	7 3	80	J. D. Andrews, Westfield, N.B.

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116,939	Sea Bird	Victoria	Schr—Glt	1906	Massett, B.C.	36 0	12 0	7 0	15	Andrew Brown, Massett, B.C.
53,603	Sea Flower	Charlottetown	"	1865	Margaree, N.S.	46 0	17 0	6 6	26	L. Lavache, West Arichat, N.S
100,901	Sea Flower	Chatham, N.B.	"	1892	Caraquet, N.B.	37 0	12 7	5 0	12	Mrs. Sarah Young and F.T.B. Young, J.O., Caraquet, N.B.
100,914	Sea Flower	"	"	1892	"	36 0	12 2	5 3	11	C. Robin, Collas & Co., Ltd., Jersey.
59,322	Sea Flower	St. John, N.B	"	1870	St. George, N.B	31 0	12 4	5 0	11	James Thompson, Chance Harbour, N.B.
75,724	Sea Foam	Barrington	"	1878	Salmon River, N.S.	70 7	23 0	8 5	75	The Cape Sable Packing Co., Ltd., *et al.*, Yarmouth, N.S.
96,926	Sea Foam	Chatham, N.B	"	1890	Malpeque, P.E.I	37 5	13 6	5 6	15	M. Lantaigne, Caraquet, N.B.
88,284	Sea Foam	St. Andrews	"	1874	Briar Island, N.S.	33 4	12 0	5 3	13	Daniel Leavitt, St. George, N.B.
122,043	Sea Foam	"	Sloop	1898	West Isles, N.B.	28 0	12 8	6 0	14	Milford C. Kent, Grand Manan, N.B.
100,314	Sea Fox	Yarmouth	Schr—Glt	1892	Shelburne, N.S.	74 5	15 8	5 6	19	W. C. Newcombe, Hopewell Cape, N.B.
90,474	Sea Gull	Maitland	"	1880	Urbania, N.S.	55 0	16 9	4 5	26	R. S. Watson, Admiral Rock, N.S.
51,969	Sea Hound	Liverpool	"	1866	Tusket Wedge, N.S.	51 0	16 5	5 8	32	Mrs. Sophia McKenzie, Jordan Bay, N.S.
94,747	Sea King	St. John, N.B	"	1888	Cambridge, N.B.	53 3	20 6	5 7	33	Jessie F. Crawford, Oak Point, N.B.
71,308	Sea Mouse	Richibucto	"	1882	Rexton, N.B.	32 2	12 2	4 6	10	John Doucette, Rexton, N.B.

116,280	Sea Nymph	Halifax	Schr—Glt	1903	Sherbrooke, N.S	71 5	20 5	9 0	77	Geo. Murdock, *et al.*, Sherbrooke, N.S.
107,189	Sea Pearl	Charlottetown	"	1899	Lower Montague, P.E.I.	33 9	12 6	5 9	11	Augustine Boudreau, Lower Montague, P.E.I.
92,513	Sea Pink	St. Andrews	"	1878	Briar Island, N.S.	29 0	10 0	5 0	8	Alfred W. Wilcox, West Isles, N.B.
92,629	Sea Queen	Lunenburg	"	1883	Mill Cove, N.S.	43 0	15 6	6 0	21	George D. Young. Mill Cove, N.S.
112,390	Sea Queen	Sydney	"			60 2	19 4	7 0	36	Daniel Jackson, North Sydney, N.S
100,744	Sea Queen	Windsor, NS.	"	1866	U.S.A.	45 2	15 0	5 5	18	Michael Rolfe, jr., Minasville, N.S.
37,612	Sea Slipper	Charlottetown	"	1858	Mahone Bay, N.S.	50 3	17 4	7 8	41	F. V. Murphy, Montague, P.E.I.
100,616	Sea Slipper	Shelburne	"	1891	Green Harbour, N.S.	32 6	12 8	5 1	11	James Enslow, sr., Green Harbour, N.S.
96,731	Sea Star	Chatham, N.B.	"	1889	Shippegan, N.B.	35 7	12 8	4 8	13	Joseph Savoy, Shippegan, N.B.
75,680	Sea Star	Quebec	"	1877	Betchouan, Que.	57 4	19 5	8 0	52	Louis P. deCourval, Arthabaskaville, Que.
122,082	Sea View	Charlottetown	"	1906	Sea View, P.E.I.	37 4	13 7	5 5	13	Stanford Pickering, M.O., Sea View, P.E.I.
74,255	Seabird	Quebec	"	1875	St. Jean des Chaillons, Que.	80 8	22 8	8 5	104	Gaspard Dorion, Château Richer, Que.
100,255	Seaflee	Halifax	"	1889	Little Harbour, N.S.	37 0	12 4	6 0	12	Alonzo Munroe, White Head, N.S.
121,684	Seaton L.	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	33 0	11 4	6 0	12	Nehemiah M. Smith, Clarke's Harbour, N.S.
88,229	Seaway.	Halifax	Schr—Glt	1884	Chezetcook, N.S.	43 8	15 2	6 4	22	Gabriel Murphy, Chezetcook, N.S.
100,471	Secret	Lunenburg	"	1892	Lunenburg, N.S	78 5	24 1	9 0	76	Benjamin LeBlanc, Arichat, N.S.
100,085	Selina	St. John, N.B.	"	1892	St. Martin's, N.B.	71 3	23 2	6 2	60	C. T. White, Alma, N.B.
103,097	Selkirk	Montreal	"	1894	Kingston, Ont	183 3	34 5	14 5	719	Montreal Transportation Co., Ltd., Montreal, Que.
100,802	Selma	Victoria	"	1893	Victoria, B.C	50 5	13 8	6 8	21	Christopher Lee, Victoria, B.C.
121,878	Selma	Yarmouth	Sloop	1906	Tusket Wedge, N.S.	35 0	11 3	7 0	14	Angus Cotreau, M.O., Tusket Wedge, N.S.
92,341	Semida	Quebec	Schr—Glt	1887	GrandesBergeronnes, Que	52 0	18 4	7 0	41	Mederic Desbiens and Oscar Dufour, J.O., Isle-aux-Coudres, Que.
80,698	Senator.	Montreal	Barge—Chd	1882	Kingston, Ont.	150 7	26 8	9 5	308	Montreal Transportation Co., Ltd. Montreal, Que.
88,279	Senator.	St. Andrews	Schr—Glt	1831	Essex, Mass., U.S.A.	49 5	17 0	7 0	33	John W. Tincker, West Isles, N.B.
103,774	Senator Snowball	Chatham, N.B.	"	1897	Chatham, N.B.	53 2	17 7	7 4	31	R. R. Call, Newcastle, N.B.
85,457	Senecal	Quebec.	Sloop	1883	Quebec, Que	60 0	19 0	5 7	38	Paul Barette, jr., Mille Vaches, Que.

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100,323	Senora	Yarmouth	Schr—Glt	1893	Pubnico, N.S.	78 2	22 9	8 4	85	M. A. Surette, *et al.*, Pubnico, N.S.
96,871	Sephie	Goderich	"	1889	Goderich, Ont	136 0	27 6	10 1	261	Ontario Lumber Co., Ltd., Toronto, Ont.
57,132	Serene	Parrsboro'	"	1868	Pubnico, N.S.	69 0	21 0	8 0	54	C. Augustus Lamb, Parrsboro, N.S.
122,108	Seretha	Yarmouth	Sloop	1905	Shelburne, N.S.	30 0	10 6	6 0	10	Samuel N. Atkinson, Cape Island, N.S.
46,182	Seven Brothers	Quebec	Schr—Glt	1863	Bay St. Paul, Que	46 0	16 5	7 0	28	A. Renaud, Bay St. Paul, Que.
88,648	Severn	Charlottetown	Bktn—Bkglt.	1884	Egmont Bay, P.E.I	146 6	29 1	15 9	397	Colin C. Wyllie, London, Eng.
103,215	Severn	Ottawa	Scow—Chd.	1890	Buckingham, Que.	50 0	14 4	4 3	16	G. Bothwell, Buckingham, Que.
85,448	Severn	Windsor, N.S.	Schr—Glt	1884	Newport, N.S.	148 0	32 6	15 9	446	Edward E. Hutchings, New York, N.Y., U.S.A.
107,762	Shamrock	Picton, N.S	"	1902	Alberton, P.E.I	56 6	16 7	6 7	27	Charles J. Stright, Victoria, Lot 29, P.E.I.
111,430	Shamrock	Halifax	"	1902	Beckerton, N.S.	48 7	15 2	7 2	23	Alfred Vigneau, M.O., Amherst, N.S.
116,286	Shamrock	"	"	1903	Chezetcook, N.S.	52 2	16 0	6 7	30	Peter Ferguson, Chezetcook, N.S.
107,963	Shamrock	Lunenburg	"	1900	Lunenburg, N.S.	90 4	24 3	9 3	89	Adam Knickle, M.O., Lunenburg, N.S.
100,346	Shamrock	Maitland	"	1902	Maitland, N.S	68 5	20 3	7 6	53	Wm. D. Lawrence, Maitland, N.S.
122,041	Shamrock	St. Andrews	Sloop	1901	Grand Manan, N.B.	33 0	11 0	5 0	10	Ward S. Foster, Grand Manan, N.B.

112,137	Shamrock	Shelburne	Schr—Glt	1903	Sable River, N.S	57 1	18 2	7 6	37	Edward Hayes, Herring Cove, N.S.
112,386	Shamrock	Sydney	"	1903	Ingonish, N.S.	38 0	12 0	4 6	11	Robt. D. Nutter, Glace Bay, N.S.
107,334	Shamrock	Yarmouth	Sloop	1899	Pubnico, N.S.	38 0	12 4	7 0	17	Rudolf Thurber, *et al.*, Freeport, N.S.
116,338	Shamrock III	Ottawa	Barge—Chd	1903	Barry's Bay, Ont.	50 0	11 5	3 0	70	Ontario Corundum Co., Ltd., Ottawa, Ont.
111,556	She Said No	St. Andrews	Sloop	1888	Pembroke, Me., U.S.A.	28 0	12 0	5 6	11	Samuel Lakeman, Grand Manan N.B.
74,237	Sheba	Montreal	Barge—Chd	1873	St. Marcel, Que.	71 7	20 4	5 0	44	Hilaire Cartier, St. Louis, Que.
100,418	Shepherd Boy	Ottawa	Sloop	1893	Ottawa, Ont.	83 6	21 0	5 3	62	T. H. Kirby, Ottawa, Ont.
117,118	Shinyei Maru	Vancouver	Schr—Glt	1905	Bowen Island, B.C.	66 0	16 5	6 0	45	H. Oura, Steveston, B.C.
77,949	Shoo Fly	Charlottetown	"	1880	Summerside, P.E.I.	36 2	14 4	4 7	10	Thomas R. Thompson, Tidnish, N.S
111,784	Sidney	Victoria	Barge—Chd	1900	Everett, Wash., U.S.A.	158 0	36	5 4	263	John Hendry, Vancouver, B.C.
111,413	Sigdrifa	Lunenburg	Sloop	1877	Boston, Mass., U.S.A.	35 7	11 6	6 5	13	John S. Wells, Whitehead, N.S.
85,535	Sigefroi	Yarmouth	Schr—Glt	1883	Tusket Wedge, N.S.	61 6	18 9	7 0	41	A. D. Giffin, Lockeport, N.S.
103,376	Sigurros	Winnipeg	"	1893	Icelandic River, Man.	51 0	12 5	4 8	21	Kristyon Finnson, Icelandic River, Man.
112,023	Silver Bell	Canso	"	1903	Tor Bay, N.S.	37 0	13 6	6 0	14	George Schrader, Tor Bay, N.S.
59,357	Silver Bell	St. Andrews	"	1874	Campo Bello, N.B.	30 5	12 0	5 5	13	Peter Mullock, Campo Bello, N.B.
80,784	Silver Cloud	Digby	"	1880	Brighton, N.S	58 8	18 6	7 0	45	G. J. Letteney, *et al.*, Digby, N.S.
112,329	Silver Leaf	Parrsboro'	"	1903	Spencer's Island, N.S.	130 7	31 8	12 3	283	Johnson Spicer, *et al.*, Spencer's Island, N.S.
107,767	Silver Light	Charlottetown	"	1902	Souris West, P.E.I.	88 0	25 3	9 1	99	Thos. Kickham, Souris, P.E.I.
100,961	Silver Moon	Chatham, N.B.	"	1893	Shippegan, N.B.	37 4	13 0	5 0	14	W. S. Loggie Co., Ltd., Chatham, N.B.
103,733	Silver Spray	Parrsboro'	"	1897	West Bay, N.S.	31 6	11 9	4 4	9	George Mowatt, *et al.*, J.O., Ste. Croix, N.B.
116,656	Silver Spray	Yarmouth	Sloop	1904	Yarmouth, N.S	39 0	12 0	5 6	11	Chas. O. Nickerson, Yarmouth, N.S.
116,884	Silver Swan	Arichat	Schr—Glt	1904	Larry's River, N.S.	40 0	14 6	6 6	20	Joseph Bonnebie, M.O., Larry's River, N.S.
88,272	Simeon H. Bell	St. Andrews	"	1880	Eastport, Me., U.S.A.	31 0	12 2	5 8	14	J. R. Moses, Grand Manan, N.B.
77,629	Singapore	Kingston	"	1878	Kingston, Ont	106 0	25 4	9 9	186	J. C. Sutherland, Goderich, Ont.
75,632	Sir C. T. Van Straubenzie.	St. Catharines	Bktn—Bkglt	1875	St. Catharines, Ont.	127 7	26 2	13 0	317	John Williams, *et al.*, Toronto, Ont.

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100,788	Sir Charles	Chatham, N.B.	Schr—Glt	1887	Caraquet, N.B.	36 5	12 3	4 5	11	Mrs. Sarah Young and F.T.B. Young, J.O., *et al.*, Caraquet, N.B.
107,731	Sir Hector	Kingston	Dredge—Drague	1883	Point Lévis, Que.	106 8	34 7	7 0	183	W. J. Poupore, Ottawa, Ont.
107,433	Sir John	St. Andrews	Sloop	1892	Grand Manan, N.B.	31 2	11 3	5 0	11	Hiram Morse, Grand Manan, N.B.
97,064	Sir John A. McDonald.	Charlottetown	Schr—Glt	1892	Murray Harbour, P.E.I.	56 5	19 8	6 9	46	John McKinley, Liscomb, N.S.
107,186	Sir Louis	"	"	1898	Malpeque, P.E.I.	78 5	23 2	8 9	86	Peter McNutt, Darnley, P.E.I.
107,327	Sir Wilfred	Halifax	"	1899	St. Margaret's Bay, N.S.	39 0	14 5	6 2	18	Charles Fader, St. Margaret's Bay, N.S.
85,402	Sir Wilfrid	Amherst	"	1903	Magdalen Islands, Que.	63 6	19 9	7 3	51	Amedee Cyr, Magdalen Islands, Que.
42,987	Sir Wilfrid	Pictou, N.S.	"	1863 1900	Murray Harbour, P.E.I	53 8	17 1	7 4	39	Alexander Roberts, Tatamagouche, N.S.
100,703	Sirdar	"	Bktn—Bkglt	1899	River John, N.S	145 0	35 6	15 7	498	Charles H. McLennan, *et al.*, River John, N.S.
69,599	Siren	Montreal	Barge—Chd	1874	Point Lévis, Que	137 3	30 0	9 9	307	The Montreal Transportation Co., Ltd., Montreal, Que.
116,706	Sirene	Quebec	Schr—Glt	1904	Grande Baie, Que.	65 4	21 2	7 0	64	Edmond Grenon, Grande Baie, Que.
100,059	Sirocco	St. John, N.B.	"	1891	St. Martin's, N.B.	129 5	32 3	10 3	298	Howard D. Troop, *et al.*, St. John, N.B.
85,645	Sissie Belle	Halifax	"	1883	Conquerall, N.S.	53 0	17 8	7 5	40	R. H. Corkum, Chester, N.S.
.....	Six (6)	Montreal	Barge—Chd	1872	Pierreville, Que	90 1	22 6	5 3	78	N. Beauchemin, St. Aimé, Que.

....	Six (6)	Montreal	Barge—Chd	1870	Pierreville, Que	94 0	18 8	6 0	104	Adolphe Gatien, Hull, Que.
100,733	Skoda	Windsor, N.S	Bktn—Bkglt	1893	Kingsport, N.S	168 0	37 0	16 0	658	The Bktn. Skoda Co., Ltd., Wolfville N.S.
100,880	Skylark	St. John, N.B	Schr—Glt	1893	Westfield, N.B	51 5	15 4	3 1	21	J. L. Belyea, St. John, N.B.
72,711	Sligo	St. Catharines	"	1874	St. Catharines, Ont.	137 0	23 0	11 8	284	Archibald McInnes, Windsor, Ont.
103,286	Snipe	Chatham, N.B	"	1895	Shippegan, N.B	36 5	12 7	4 8	11	T. Ahier, Shippegan, N.B.
78,035	Snow Ball	Chatham, Ont.	"	1881	Chatham, Ont	60 0	9 0	3 0	23	A. Morrison, Tilbury East, Ont.
37,523	Snow Drop	Liverpool	"	1858	Shelburne, N.S	52 5	16 0	6 8	30	John Snow, Port la Tour, N.S.
69,179	Snow Queen	Quebec	"	1873	"	71 4	20 2	7 8	55	Jos. Levèque, Chicoutimi, Que.
103,133	Snow Shoe	"	"	1886	Anticosti, Que	39 0	14 9	5 6	20	Amedée Caron, L'Islet, Que.
100,982	Snowdrop	Chatham, N.B	"	1888	Caraquet, N.B	35 0	12 2	5 0	11	C. Robin, Collas Co., Ltd., Jersey.
116,678	Solitaire	St. Andrews	Sloop	1895	North Head, N.B.	27 0	12 2	6 0	13	Herman Green, Grand Manan, N.B.
....	Sophia J. Luff	Cobourg	Schr—Glt	1866	Marine City, Michigan, U.S.A.	140 3	26 1	10 4	252	George Plunkett, *et al.*, Cobourg, Ont.
75,653	Sophie Jeannette	Quebec	"	1877	Ste. Anne de la Parade, Que.	74 6	22 0	7 2	69	A. Tremblay, Portneuf, Que.
112,289	Souvenier	Digby	"	1903	Meteghan River, N.S.	51 5	15 8	6 7	27	Joseph O. Robichaud, Meteghan River, N.S.
85,743	Souvenir	Quebec	Sloop	1883	St. Jean, Island of Orleans, Que.	40 3	15 2	5 4	19	Francois Degagné, Ile-aux-Coudres, Que.
100,313	Souvenir	Yarmouth	Schr—Glt	1892	Pubnico, N.S	75 4	22 0	7 8	71	Henry T. D'Entremont, Pubnico, N.S.
75,606	Sovereign	Digby	"	1878	Digby, N.S	54 4	17 4	6 5	31	Clarence Peters, Westport, N.S.
72,568	Sovereign	Kingston	Sloop	1876	Kingston, Ont	83 4	18 3	4 8	53	James Mullens, Belleville, Ont.
59,370	Sparkling Billow	St. Andrews	Schr—Glt	1860	Edgecomb, Me., U.S.A.	48 0	16 9	6 3	25	Geo. R. Batson, Campo Bello, N.B.
77,731	Sparmaker	St. John, N.B	"	1879	Gilbert Cove, N.S.	45 0	17 5	6 0	24	Charles Newcombe, Parrsboro', N.S.
111,840	Sparrow	Digby	"	1902	Meteghan, N.S	46 0	12 5	7 0	28	Moses Terrio, Meteghan, N.S.
112,108	Speculator	Lunenburg	"	1903	La Have, N.S	92 0	24 5	9 4	99	James Wamback, *et al.*, La Have, N.S.
77,956	Speed	Yarmouth	"	1880	Clementsport, N.S	38 7	13 2	5 4	13	R. Nickerson, Hopewell Cape, N.B.
69,383	Speedwell	Gaspé	"	1876	Corner of Beach, Que	48 5	15 3	7 3	34	Fred. A. Assells, New Carlisle, Que.
85,596	Speedwell	St. John, N.B	"	1883	Chipman, N.B.	78 4	26 4	6 9	83	Mrs. Ellen G. Driscoll, St. John, N.B.

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100,978	Speedy	Chatham, N.B.	Schr—Glt	1888	Caraquet, N.B.	36 0	12 2	5 0	11	C. Robin, Collas & Co., Ltd., Jersey.
42,438	Speedy	Gaspé	"	1872	Point St. Peter, Que	69 7	20 4	8 6	65	" " "
103,610	Speedy	Sydney	"	1887	Burgeo, Nfld	30 0	9 4	6 6	5	H. J. Ford, North Sydney, N.S.
116,746	Spindrift	Halifax	"	1905	Mahone Bay, N.S.	41 2	12 4	6 0	15	Albert Conrad, M.O., Rose Bay, N.S.
103,475	Spindrift	Victoria	"	1895	Esquimalt, B.C.	42 0	14 8	4 4	13	G. Bebbington, Esquimalt, B.C.
111,529	Spray	Digby	"	1901	Digby, N.S.	34 5	10 3	5 5	12	Edward C. Campbell, Digby, N.S.
107,810	Spray	St. John, N.B	"	1900	Greenwich, N.B	67 7	22 0	5 8	72	C. H. Gorham, *et al.*, Greenwich, N.B.
103,253	Spring Bird	"	"	1893	Wickham, N.B.	40 4	14 1	4 2	19	A. W. Theall, Westfield, N.B.
77,971	Springvale	Victoria	"	1862	Port Townsend, Wash., U.S.A.	48 0	19 0	3 0	20	Springvale Water Co., Ltd., Victoria B.C.
103,783	Springwood	Shelburne	"	1897	Lockeport, N.S.	95 8	24 0	9 3	98	Wm. McMillan, Lockeport, N.S.
121,672	Spud	Vancouver	Scow—Chd.	1904	New Westminster, B.C.	50 0	22 0	5 4	51	J. A. Croll, New Westminster, B.C.
94,997	Spy	Charlottetown	Schr—Glt	1889	Pinette, P.E.I.	57 7	16 5	6 3	35	Hezekiah Quinn, Pictou, N.S.
112,025	Squanto	Canso	"	1903	Spry Harbour, N.S.	40 0	12 2	6 2	13	Frank H. Hawes, Canso, N.S.
121,660	Squanto	Yarmouth	Sloop	1904	Cape Island, N.S.	33 0	11 4	6 0	11	A. L. Doucette, Tusket Wedge, N.S.

121,671	Squid	Vancouver	Scow—Chd	1905	New Westminster, B.C.	50 0	22 0	5 4	51	J. A. Croll, New Westminster, B.C.
72,950	Stadacona	Quebec	Schr—Glt	1875	Les Eboulements, Que	85 1	24 0	10 4	132	V. Bouchard, Isle aux Coudres, Que.
....	Staghound	Montreal	Barge—Chd	1869	Rivière du Loup, Que	103 4	21 5	7 6	139	Harbour Commissioners, Montreal, Que.
103,538	Staletta	Halifax	Schr—Glt	1896	Spry Harbour, N.S	49 6	15 0	6 5	25	Geo. E. Boak, Halifax, N.S.
85,612	Standard	"	"	1883	Parrsboro', N.S.	72 1	25 4	6 6	65	Henry Beazley, M.O., Halifax, N.S.
100,963	Stanley	Chatham, N.B.	"	1892	Caraquet, N.B	34 0	12 3	4 4	10	P. Rive, Caraquet, N.B.
103,087	Stanley	"	"	1893	"	34 0	12 5	4 8	10	François Boudin, Miscou Island, N.B.
111,744	Stanley	Lunenburg		1902	Chester Bay, N.S.	94 8	24 2	9 6	100	Thos. A. Wilson, Bridgewater, N.S.
97,133	Stanley	Quebec	Sloop	1891	Montmagny, Que	61 2	18 6	5 7	34	Jacques Mercier, jr., Montmagny, Que.
90,843	Stanley Mac	Charlottetown	Schr—Glt	1889	Isaac's Harbour, N.S	80 0	23 3	10 0	99	C. Lyons, Charlottetown, P.E.I.
69,193	Star	Halifax	"	1874	Mahone Bay, N.S	55 0	18 2	6 8	33	David Goyetche, Cape Hogan, N.S.
....	Star	Montreal	Barge—Chd	1872	Quebec, Que	136 3	26 0	9 9	321	Montreal Transportation Co., Ltd., Montreal, Que.
103,155	Star	Vancouver	"	1895	Vancouver, B.C	34 9	11 2	4 2	9	Geo. H. Price, Vancouver, B.C.
53,600	Starlight	Halifax	"	1865	Chezetcook, N.S.	47 7	16 0	6 8	29	Philip Young, Petpeswick, N.S.
100,325	Starlight	Yarmouth	"	1889	Argyle, N.S.	32 0	12 6	5 0	10	J. Goodwin, Argyle, N.S.
74,620	Star of the East	Windsor, N.S	Bk—Bq	1876	Glasgow, G.B	183 3	30 7	18 5	734	The Bk. Star of the East Co., Ltd., Windsor, N.S.
103,193	Startle	Halifax	Schr—Glt	1894	Port Mouton, N.S	34 0	12 2	5 6	11	Théotime Blanchard, Caraquet, N.B.
103,359	Steadfast	Quebec	"	....	....	58 8	18 2	6 7	40	M. Saingelais, Les Escoumains, Que.
88,465	Stella	Arichat	"	1893	River Bourgeoise, N.S.	64 3	18 3	7 3	46	Andrew Landry, Descouse, N.S.
111,903	Stella	"	"	1901	"	34 3	11 5	5 0	14	Camille Boucher, River Bourgeoise, N.S.
107,188	Stella	Charlottetown	"	1899	Rollo Bay, P.E.I.	40 0	13 9	5 4	15	P. P. Delaney, Magdalen Islands, Que.
83,500	Stella	Liverpool	"	1883	Port Mouton, N.S	31 5	11 4	6 0	10	Joseph Winters, Liverpool, N.S.
116,860	Stella	Shelburne	"	1906	Shelburne, N.S.	76 0	21 5	10 0	77	Churchill Locke, M.O., Lockport, N.S.
100,763	Stella	Toronto	Sloop	1892	Oakville, Ont	30 7	11 5	4 5	5	R. W. Eyre and A. B. Holcroft, J.O., Toronto, Ont.
111,491	Stella Marie	Quebec	Schr—Glt	1899	Les Ecureuils, Que	80 0	22 6	6 9	80	Napoléon Martin, Les Ecureuils, Que.

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103,767	Stella Maris	Chatham, N.B.	Schr—Glt	1896	Caraquet, N.B	38 5	14 0	4 8	19	J. N. Le Bouthilier Caraquet, N.B.
72,943	Stella Maris	Quebec	"	1875	St. Antoine, Que	71 9	22 0	7 0	70	Germain Harvey, Isle aux Coudres, Que.
73,976	Stella Maris	"	"	1867 1890	"	62 4	20 8	5 9	44	Joseph Dussault, Les Ecureuils, Que.
80,753	Stella Maris	Quebec	"	1880	Esquimaux Point, Que	61 6	20 5	7 8	51	Louis Castongnay, jr., Matane, Que.
112,038	Stella Maris	"	"	1902	Manicouagan, Que	55 8	17 0	6 0	32	Eusébe Godreau, Manicouagan, Que.
69,601	Stella Matutina	"	"	1873	Ste. Emélie, Que	84 7	21 5	6 9	75	A. Harvey, St. Thomas, Montmagny, Que.
100,076	Stella Maud	St. John, N.B	"	1891	Waterborough, N.B	80 3	26 8	7 5	99	D. T. Alexander and C. T. White, Sussex, N.B.
100,444	Stella May	Canso	"	1895	Canso, N.S	39 0	11 4	6 1	12	James Meagher, Canso, N.S.
116,750	Stella R	Halifax	"	1905	Ship Harbour, N.S	45 5	13 8	5 4	13	David T. Leslie, Spry Bay, N.S.
....	Stone Lifter	Montreal	Barge—Cld	1859	Montreal, Que	164 1	22 7	6 0	67	Harbour Commissioners, Montreal, Que.
90,648	Stranger	Barrington	Schr—Glt	1885	Argyle, N.S	46 0	14 3	5 8	20	L. J. Penney and C. Penney, Cape Island, N.S
96,809	Stranger	Halifax	"	1891	Ship Harbour, N.S	49 8	17 3	7 0	36	Robert Carter, Ship Harbour, N.S.
100,829	Stranger	Lunenburg	"	1879	La Have, N.S	35 5	11 8	5 2	11	G. Richard, La Have, N.S.
100,832	Stranger	"	Bktn—Bkglt	1893	Bridgewater, N.S.	149 3	34 8	15 6	540	T. A. Wilson, Bridgewater, N.S.

107,325	Strathcona	Halifax	Schr—Glt	1900	Bay St. George, Nfld.	51 2	15 3	7 0	27	Walter LeRoux, Bay St. George, Nfld.
111,407	Strathcona	Lunenburg	"	1900	Lunenburg, N.S	90 4	24 3	9 3	89	Freeman Anderson, Lunenburg, N.S.
112,057	Strathcona	Windsor, N.S	"	1902	Mount Denison, N.S.	126 6	29 8	10 7	251	H. H. Greeno, Cheverie,
100,337	Strathern	Maitland	Bk—Bq	1893	Maitland, N.S	212 8	38 8	23 5	1272	The Strathern Shipping Co., Ltd., Halifax, N.S.
90,477	Strathisla	"	"	1890	Maitland, N.S.	202 8	38 6	23 5	1280	A. Putman, Halifax, N.S.
107,185	Stroller	Charlottetown	Schr—Glt	1898	Port Hawkesbury, N.S.	37 3	12 5	5 5	12	Mrs. M. A. Marshall, Point Tupper, N.S.
72,964	Stuart H. Dunn	Toronto	"	1877 1889	Marysburgh, Ont.	164 8	26 8	12 7	458	F. A. Ure, *et al.*, Toronto, Ont.
103,940	Stuart L.	Chatham, N.B.	"	1898	Chatham, N.B	58 5	19 9	8 2	48	W. S. Loggie Co., Ltd., Chatham, N.B.
107,770	Success	Charlottetown	"	1903	St. Peter's Bay, P.E.I	38 0	12 6	5 0	15	Robert McKenzie, Cable Head West, P.E.I.
94,675	Success	Halifax	"	1889	Spry Bay, N.S.	40 2	15 2	5 7	16	Robert J. Leslie, Halifax, N.S.
107,281	Success	Paspebiac	"	1900	Liverpool, N.S.	112 0	27 4	11 0	199	J. C. LeQuesne, *et al.*, Paspebiac, Que.
85,302	Sultan	Montreal	Barge—Chd	1883	Montreal, Que	104 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.
92,694	Sultan	Winnipeg	"	1889	Fort Frances, Ont	65 5	14 2	5 2	32	The Ontario & Western Lumber Co., Ltd., Kenora, Ont.
74,018	Sunbeam	Halifax	Schr—Glt	1876	Mahone Bay, N.S	71 6	22 4	8 9	74	John S. Evitt, Bay of Islands, Newfoundland.
111,833	Sunlocks	Digby	"	1901	Belliveau's Cove, N.S.	68 0	20 7	7 0	59	Norman Robbins, Tiverton, N.S.
100,532	Sunny South	"	Bktn—Bkglt.	1892	Bear River, N.S.	152 4	34 6	13 0	499	J. V. Troop, *et al.*, St. John, N.B.
107,076	Sunol	St. John, N.B.	Sloop	1893	St. John, N.B	27 0	10 5	3 9	6	W. G. Stratton, *et al.*, St. John, N.B.
96,962	Sunrise	Yarmouth	Schr—Glt	1890	Jordan River, N.S.	42 0	14 3	6 7	18	James E. Crosby, Yarmouth, N.S.
61,404	Superb	Chatham, N.B.	"	1871	Shippegan, N.B.	39 6	13 8	4 6	14	E. Robichaud, Shippegan, N.B.
103,826	Superbe	Paspebiac	"	1903	Petit Rocher, N.B.	39 5	10 9	4 3	12	J. B. E. Roy, Petit Rocher, N.B.
64,954	Supérieure	Quebec	Barge—Chd	1870	Champlain, Que.	101 5	22 0	7 9	119	Joseph Durand, Champlain, Que.
111,845	Superior	Chatham, N.B.	Schr—Glt	1901	Caraquet, N.B.	40 0	13 1	5 5	14	The C. Robin, Collas Co., Ltd., Halifax, N.S.
121,814	Surge	Digby	Sloop.	1906	Gilbert's Cove, N.S.	37 0	14 6	5 4	17	Joseph D. White, Gilbert's Cove, N.S.
74,213	Surprenant	Montreal	"	1874	Pierreville, Que.	96 0	22 7	5 7	80	Jos. Bertrand, Champlain, Que.
100,448	Surprise	Canso	Schr—Glt	1898	Canso, N.S.	40 8	13 8	6 7	15	John J. Meagher, Canso, N.S.

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92,745	Surprise	Charlottetown	Schr—Glt	1893	Port Elgin, N.B	46 5	13 5	6 2	18	J. H. Pigeon, French River, New London, P.E.I.
103,772	Surprise	Chatham, N.B	"	1894	Caraquet, N.B	36 0	11 9	4 8	10	T. Blanchard, Caraquet, N.B.
69,133	Susan	Halifax	"	1874	Mahone Bay, N.S.	41 0	14 2	5 6	17	Daniel McGillivray, Sydney, N.S.
75,453	Susan	Windsor, N.S.	"	1877	Kempt, N.S	43 6	14 8	6 3	19	Jeremiah Dexter, Cheverie, N.S.
85,390	Susan C	Barrington	"	1883	St. Margaret's Bay, N.S.	41 3	15 0	6 5	21	P. P. Smith, Cape Island, N.S.
69,433	Susan King	Charlottetown	"	1875 1891	Tatamagouche, N.S. Port Elgin, N.B	53 6	16 9	5 3	28	Walter S. Grant, Port Elgin, N.B.
100,274	Susie N	Windsor, N.S.	"	1892	Hall's Harbour, N.S	52 0	18 0	6 8	39	N. W. Eaton, Spencer's Island, N.S.
92,367	Susie Pearl	St. John, N.B	"	1887	Waterborough, N.B.	75 8	24 7	6 8	75	Joshua Prescott, Sussex, N.B.
100,524	Suva	Parrsboro'	"	1893	Port Greville, N.S	72 0	20 4	7 6	69	A. Falkner, Parrsboro', N.S.
80,866	Swallow	Charlottetown	"	1885	Wallace, N.S	48 7	17 7	6 6	29	W. H. Aitken, Charlottetown, P.E.I.
103,006	Swallow	Chatham, N.B	"	1893	Shippegan, N.B.	34 0	12 2	4 6	11	T. Ahier, Shippegan, N.B.
103,947	Swallow	"	"	1899	Caraquet, N.B	37 0	12 6	5 0	13	C. Robin, Collas & Co., Ltd., Jersey.
83,093	Swallow	Port Hawkesbury	"	1880	Margaree, N.S	36 0	12 0	5 6	12	Duncan McDonald, Margaree, N.S.
96,752	Swallow	St. John, N.B.	"	1889	Chipman, N.B	81 6	26 3	7 2	90	Alfred Ells, St. John, N.B.

90,431	Swan	Barrington	Schr—Glt	1889	Port LaTour, N.S	33 5	12 2	4 9	10	George Smith, Port La Tour, N.S.
103,762	Swan	Chatham, N.B	"	1896	Caraquet, N.B	38 1	13 0	4 8	48	T. Ahier, Shippegan, N.B.
100,609	Swan	Digby	"	1893	Shelburne, N.S	73 0	19 2	7 5	56	Milton and Edwin Haines, Freeport, N.S.
122,075	Swan	Toronto	Scow—Chd	1906	Huntsville, Ont	48 0	18 3	3 3	66	The Huntsville, Lake of Bays & Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.
116,888	Swanhild	Arichat	Schr—Glt	1904	Cape George, N.S	62 0	19 2	8 5	52	William J. LeVesconte, River Bourgeoise, N.S.
122,111	Sweet Home	Sydney	"	1906	Sydney, N.S	38 8	13 5	5 1	14	John Marshall, Sydney, N.S.
100,986	Swift	Chatham, N.B	"	1888	Caraquet, N.B	35 6	12 6	5 0	11	Chas. DeGruchy, Caraquet, N.B.
90,493	Swift Current	Port Hawkesbury	"	1885	St. Mary's Bay, N.S	64 8	22 0	7 8	65	John J. Beck and James H. C. Beck, Murray River, P.E.I.
103,761	Swing	Chatham, N.B	"	1893	Caraquet, N.B	34 6	12 3	4 8	11	Agapit Albert, Caraquet, N.B.
107,523	Sybil	Victoria	Barge—Chd	1898 1904	Victoria, B.C White Horse, Y.T	101 0	28 3	4 2	99	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
72,953	Sylvester Neelon	St. Catharines	Schr—Glt	1875	St. Catharines, Ont	137 0	26 2	12 0	291	The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.
111,822	T. J. K. 1	Vancouver	Scow—Chd	1901	Vancouver, B.C	72 0	21 0	5 0	59	James S. Emerson, Vancouver, B.C.
116,460	T. J. K. No. 2	"	"	1903	"	98 0	30 0	5 7	143	L. P. Starrett, Vancouver, B.C.
54,080	T. W. S. Greser	Digby	Schr—Glt	1866	La Have, N.S	51 0	17 4	7 2	30	Andrew Coggins, *et al.*, Westport, N.S.
77,836	T. W. Smith	Halifax	"	1879	Chezetcook, N.S	48 5	17 5	7 0	35	Isaac Dauphinee, St. Margaret's Bay, N.S.
116,885	T. Lilly	Arichat	"	1903	Port Felix, N.S	33 8	10 9	5 2	10	Thomas David and William David, Port Felix, N.S.
75,528	T. Owens	Montreal	Barge—Chd	1874	Montreal, Que	94 0	19 2	5 7	90	The Charlemagne & Lake Ouareau LumberCo., Ltd., Charlemagne, Que.
103,614	Tadousac	Quebec	Sloop	1895	Tadousac, Que	53 5	17 9	4 9	41	Charles J. Lajoie, St. Fulgence, Que.
116,417	Taku	Victoria	Barge—Chd	1903	Caribou, Y.T	60 0	15 0	4 0	66	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
103,754	Talmouth	Barrington	Schr—Glt	1897	La Have, N.S	92 8	24 4	10 0	100	Benj. C. Newell, M.O., Clarke's Harbour, N.S.
107,541	Taniwha	St. John, N.B	Sloop	1897	St. John, N.B	33 3	9 9	4 2	6	Robert Seely, St. John, N.B.
100,475	Tartar	Lunenburg	Schr—Glt	1892	La Have, N.S	65 7	21 4	8 5	61	W. N. Reinhardt, La Have, N.S.
111,636	Tasmania	"	"	1901	Lunenburg, N.S	94 3	24 9	9 8	99	Wm. C. Smith, M.O., Lunenburg N.S.

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92,369	Tay	St. John, N.B	Schr—Glt	1887	Black River, N.B.	93 7	27 7	7 1	125	Peter McIntyre, St. John, N.B.
61,411	Telegraph	Richibucto	"	1869	Miramichi, N.B	39 3	13 5	5 8	20	John Jardine, jr., Rexton, N.B.
74,129	Telephone	Port Medway	"	1877	Port Medway, N.S.	73 3	20 7	8 3	70	J. Weston, Rexton, N.B.
59,387	Telephone	St. Andrews	"	1877	St. Andrews, N.B	43 0	15 2	6 1	19	Charles H. Greenwood, Campo Bello, N.B.
121,707	Temeraire	Toronto	Sloop	1905	Oakville, Ont	50 0	10 0	6 0	18	F. Nicholls, Toronto, Ont.
116,512	Témiscamingue No. 1	Ottawa	Barge—Chd	1903	Témiscamingue, Que	60 0	12 0	3 6	42	The Upper Ottawa Improvemen Co., Ltd., Ottawa, Ont.
116,643	Témiscamingue No. 2	"	"	1903	"	60 0	12 0	3 6	42	" "
116,644	Témiscamingue No. 3	"	"	1903	"	60 0	12 0	3 6	42	" "
61,718	Temperance	Port Hawkesbury	Schr—Glt	1873	Margaree, N.S.	53 7	15 6	6 5	26	Daniel McNeil, Port Hood, N.S.
74,062	Temperance	Windsor, Ont	"	1877	Tilbury West, Ont	66 0	17 0	4 1	38	J. B. Gervais, Tilbury West, Ont.
64,454	Temperance Bell	St. John, N.B	"	1870	Johnston, N.B.	81 6	27 1	7 1	77	M. H. Tufts, St. John, N.B.
59,149	Templar	"	"	1868	Grand Lake, N.B	74 7	25 9	6 9	78	Mrs. Alice S. Henderson, St. John, N.B.
74,122	Temple Bar	Port Medway	"	1876	East Port Medway, N.S.	62 0	20 3	7 6	44	John H. Longmire, Bridgetown, N.S.
122,135	10. U. 8	Yarmouth	Sloop	1906	Shelburne, N.S.	36 6	12 3	7 0	16	Wilson Rankin, Yarmouth, N.S.

90,784	Teresa	Victoria	Schr—Glt	1883	San Salvador, U.S.A.	80 0	22 3	7 2	63	Victoria Sealing Co., Ltd., Victoria, B.C.
121,972	Teslin	"	Barge—Chd	1906	White Horse, Y.T.	105 7	34 5	5 5	159	The British Yukon Navigation Co., Ltd., Vancouver, B.C.
116,964	Tethys	St. Andrews	Schr—Glt	1896	West Isle, N.B.	38 0	14 2	7 6	20	G. L. Johnson, West Isles, N.B.
100,777	Teutonic	Chatham, N.B.	"	1892	Caraquet, N.B	36 0	13 0	4 6	11	W. S. Loggie, Co., Ltd., Chatham, N.B.
....	Teviot	Montreal	Barge—Chd	1863	Montreal, Que.	105 3	22 6	9 1	160	J. Gagnon, Montreal, Que.
80,657	Texas	"	"	1880	"	141 0	29 0	8 0	265	Dickson Anderson, Montreal, Que.
117,139	Thalia D.	Yarmouth	Sloop	1904	Cape Island, N.S.	31 0	11 0	6 0	10	A. Duncan, Cape Island, N.S.
112,273	The III	Montreal	"	1903	Dorval, Que.	26 4	7 4	1 5	$\frac{27}{100}$	James J. Riley, jr., Montreal, Que.
100,015	Thelma	Annapolis Royal	Schr—Glt	1895	Granville, N.S	68 5	20 0	7 4	49	Clarence Peters, Westport, N.S.
117,055	Thelma	Canso	"	1906	Canso, N.S	39 0	13 0	7 0	15	Alexander M. Roberts, Canso, N.S.
116,895	Thelma E	Yarmouth	Sloop	1903	Clarke's Harbour, N.S.	35 0	11 8	6 0	11	Frederick Swim, Clarke's Harbour, N.S.
107,492	Themis	Quebec	Schr—Glt	1898	Baie St. Paul, Que.	40 8	13 0	4 8	17	A. H. Simard, Baie St. Paul, Que.
90,894	Theresa	Barrington	"	1889	Eel Brook, N.S.	43 8	14 6	5 1	18	R. W. Stevens, Cape Island, N.S..
111,438	Theresa M. Gray	Halifax	"	1902	Port Clyde, N.S	58 0	16 6	7 0	30	Angus Gray, Pennant, N.S.
94,635	Therèse	Yarmouth	"	1888	Jordan River, N.S.	105 0	26 0	10 1	148	Alfred Peters, Arichat, N.S.
107,307	Theta	Windsor, N.S.	"	1901	Cheverie, N.S.	148 7	34 8	12 1	420	F. W. Sumner, Moncton, N.B.
42,322	Thetis	Halifax	"	1862	Marie Joseph, N.S.	75 5	22 5	9 5	92	F. W. Peters, Summerside, P.E.I.
92,577	Thetis	"	Cutter	1888	Dartmouth, N.S.	21 8	6 5	5 3	4	H. R. McLaren, Halifax, N.S.
107,545	Thetis	St. John, N.B.	Sloop	1898	St. John, N.B.	28 0	10 0	3 2	5	Henry R. McLellan, St. John, N.B.
122,091	Thistle	Barrington	"	1905	Cape Island, N.S.	30 0	11 4	6 0	10	Robert H. Brannen, M.O., Cape Island, N.S.
96,795	Thistle	Charlottetown	Schr—Glt	1890	Fourchie, N.S.	49 8	17 8	6 3	34	Alex. McKenzie, Whycocomagh, N.S.
83,074	Thistle	Ottawa	Barge—Chd	1869	Kingston, Ont.	108 0	22 3	5 5	117	John Eligh and David Eligh, J.O., Burritt's Rapids, Ont.
97,145	Thistle	St. Andrews	Sloop	1888	Grand Manan, N.B.	27 0	12 9	5 0	12	Frank Ingersoll, Grand Manan, N.B.
116,589	Thistle	Shelburne	Schr—Glt	1904	Liverpool, N.S.	63 4	18 7	7 6	40	John Bearns, Harbourville, Nfld.
100,100	Thistle	St. John, N.B	"	1893	St. Martin's, N.B.	92 6	27 6	7 9	100	R. W. Strong, Vancouver, B.C.

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107,074	Thistle	St. John, N.B.	Sloop	1897	St. John, N.B.	31 0	11 2	4 0	8	D. DeVeber, Gagetown, N.B.
92,599	Thistle	Sydney	Schr—Glt	1888	Little Bras d'Or, N.S.	38 2	13 2	4 7	11	W. J. Christie, Little Bras d'Or, N.S.
88,479	Thistle	Winnipeg	Barge—Chd	1884	Fort Frances, Ont	48 0	11 9	3 9	23	Angus McKinnon, Kenora, Ont.
71,634	Thomas	Montreal	"	1874	Yamaska, Que	102 0	22 2	6 2	96	E. Courchère, Sorel, Que.
83,070	Thomas Beckett	Ottawa	"	1881	Hull, Que	111 4	21 7	7 0	151	John O'Toole, Ottawa, Ont.
90,893	Thomas H	Yarmouth	Schr—Glt	1889	Pubnico, N.S.	40 0	13 5	5 1	13	Seth Nickerson, Barrington, N.S.
112,272	Thorella II.	Montreal	Sloop	1903	Dorval, Que	37 2	8 2	1 8	$\frac{29}{100}$	William C. Finley, Montreal, Que.
....	Three (3)	"	Barge—Chd	1870	Pierreville, Que	94 1	18 8	6 0	105	Dennis Murphy, Ottawa, Ont.
88,542	Three Bells	Barrington	Schr—Glt	1884	Lockeport, N.S.	79 0	23 0	9 0	92	Lewis Murray, Port Richmond, N.S.
117,046	Three Brothers	Barrington	Sloop	1905	Clarke's Harbour, N.S.	32 0	12 1	6 2	13	T. E. Newell, Cape Island, N.S.
117,184	Three Brothers	Chatham, N.B.	Schr—Glt	1905	Shippegan Island, N.B.	41 7	13 4	5 4	16	D. F. Chiasson, Shippegan Island, N.B.
96,738	Three Brothers	Chatham, N.B.	"	1890	Shippegan, N.B.	35 2	12 5	4 8	12	John Young, Tracadie, N.B.
42,432	Three Brothers	Gaspé	"	1866	Esquimaux Point, Que.	49 6	16 0	5 9	36	Xavier Boudreau, Esquimaux Point, Que.
107,440	Three Links	St. Andrews	Sloop	1899	Grand Manan, N.B.	30 0	11 0	6 0	12	Robert A. Mann, Grand Manan, N.B.

116,825	Three Sisters	Barrington	Sloop	1903	Bear Point, N.S.	30 0	12 0	6 2	11	Wallace H. Penney, M.O., Cape Island, N.S.
100,814	Three Sisters	Barrington	Schr—Glt	1894	Bear Point, N.S	38 5	13 0	4 2	10	F. O. Brindley, Chebogue, N.S.
117,052	Thrush	Canso	"	1899 1903	Beckerton, N.S	31 6	11 4	5 7	10	David Myers, Canso, N.S.
103,082	Thrush	Chatham, N.B.	Schr—Glt	1890	Shippegan, N.B	32 4	12 0	4 8	10	T. Ahier, Shippegan, N.B.
97,200	Thrush	Montreal	Barge—Chd	1890	Montreal, Que	181 0	34 4	11 7	584	The Montreal Transportation Co., Ltd., Montreal, Que.
75,726	Thrush	Yarmouth	Schr—Glt	1878	Cape St. Mary, N.S.	40 0	13 7	5 4	13	E. C. Bowers, Westport, N.S.
92,666	Thurso	Ottawa	Barge—Chd	1887	Rockland, Ont	105 0	22 5	7 5	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,019	Thurston	Parrsboro'	Schr—Glt	1895	Fox River, N.S	70 6	21 6	6 0	61	Burpee L. Tucker, Parrsboro', N.S.
100,918	Tickler	Chatham, N.B.	"	1892	Caraquet, N.B	39 0	12 8	5 3	12	C. Robin, Collas & Co., Ltd., Jersey.
96,961	Tivoli	Halifax	"	1890	Little Harbour, N.S	41 0	15 0	6 5	24	David Duggan, East Dover, N.S.
116,532	Togo	Lunenburg	"	1905	Tancook Island, N.S	43 2	11 0	6 2	14	J. L. Lukeman, Canso, N.S.
116,448	Togo	Shelburne	"	1904	Sable River, N,S	45 5	15 4	5 9	18	Edmund C. Locke, Lockeport, N.S.
121,773	Togo	Winnipeg	Barge—Chd	1903	Winnipeg, Man	72 0	20 0	4 0	58	The Pioneer Navigation & Sand Co., Ltd., Winnipeg, Man.
116,893	Togo	Yarmouth	Schr—Glt	1904	Pubnico, N.S	38 0	13 0	5 0	12	Leander Amiro, Pubnico, N.S.
116,778	Togo Maru	Vancouver	"	1904	Bowen Island, B.C.	43 0	12 6	4 8	20	Kamekichi Yashida, Steveston, B.C.
....	Toledo	Montreal	Barge—Chd	1872	Quebec, Que	137 9	29 6	10 0	362	Montreal Transportation Co., Ltd., Montreal, Que.
59,156	Tom	St. John, N.B	Schr—Glt	1867	Harvey, N.B	40 4	13 0	4 7	14	Peter Boyle, Chance Harbour, N.B.
111,949	Tom No. 1	New Westminster	Barge—Chd	1901	New Whatcom, Wash., U.S.A.	49 7	14 5	3 0	63	Henry D. Benson, Ladners, B.C.
85,387	Topaz	Liverpool	Schr—Glt	1883	Port Clyde, N.S	85 5	24 5	9 1	104	Henry Hanville, St. Lucia, B. W. Indies.
92,423	Topsy	Prescott	Scow—Chd	1866	Iroquois, Ont	46 0	13 0	4 0	22	Mrs. Sarah M. Carman, Iroquois, Ont.
107,651	Torata	Lunenburg	Schr—Glt	1899	Mahone Bay, N.S	86 9	24 0	9 5	92	J. H. Wilson, *et al.*, Lunenburg, N.S.
88,224	Tormentor	Halifax	"	1873	"	39 8	14 0	5 2	15	Michael Rice, Lower Prospect, N.S.
71,604	Toronto	Montreal	Barge—Chd	1874	Montreal, Que	150 0	26 0	10 2	335	The Montreal Transportation Co., Ltd., Montreal, Que.
121,875	Toronto	Yarmouth	Sloop	1906	Clarke's Harbour, N.S.	36 0	12 0	6 0	13	Benjamin C. Smith, M.O., Port La Tour, N.S.
80,696	Torpedo	Montreal	Barge—Chd	1882	Montreal, Que	84 0	22 5	5 0	117	E. E. Gilbert, Montreal, Que.

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92,540	Tourterelle	Montreal	Sloop	1887	Pierreville, Que	95 9	22 8	6 5	102	A. Arcand, Portneuf, Que.
88,637	Trade Wind	Whitby	Schr—Glt	1868	Port Hope, Ont	100 5	21 1	9 0	181	J. Oliver, Kingston, Ont.
90,506	Tender	Parrsboro'	"	1885	Parrsboro', N.S.	70 2	23 0	7 1	73	James E. Ogilvie, *et al.*, Parrsboro', N.S.
107,143	Transfer No. 1	Vancouver	Scow—Cld.	1898	Vancouver, B.C	186 4	40 0	12 0	773	Esquimalt and Nanaimo Railway Co., Victoria, B.C.
111,733	Transvaal	Lunenburg	Schr Glt	1902	La Have, N.S	84 5	23 2	9 0	79	Wm. C. Smith, *et al.*, Lunenburg, N.S.
41,821	Traveller	St. John, N.B	"	1858	St. Martin's, N.B	38 3	10 7	5 1	15	David Bradshaw, St. John, N.B.
92,567	Trial	Halifax	"	1882	Margaree, N.S	36 0	12 8	5 6	13	Alexander Cormie, Margaree, N.S.
112,114	Tribune	Lunenburg	"	1903	Mahone Bay, N.S	44 6	15 0	6 5	22	Thomas Hamm, *et al.*, Lunenburg, N.S.
103,199	Trilby	Canso	"	1895	Liverpool, N.S	37 0	13 1	5 7	12	Edward Flaherty, Canso, N.S.
103,179	Trilby	Digby	"	1895	Sable River, N.S	53 7	16 5	7 1	31	Francis B. Lent, *et al.*, Westport, N.S.
100,261	Trinidad	Windsor, N.S	Bktn—Bkglt	1891	Kempt, N.S	158 2	36 0	16 1	636	The Bktn. Trinidad Co., Ltd., Windsor, N.S.
74,277	Trois Saumons	Quebec	Schr—Glt	1876	St. Jean Port Joli, Que	67 2	19 5	5 2	45	Pascal Tremblay, Baie des Bacons, Que.
71,038	True Blue	Yarmouth	"	1876	Clare, N.S	33 0	11 0	4 0	8	Wallace Haines, Westport, N.S.
107,994	True Love	Canso	"	1895	Canso, N.S.	37 0	10 5	5 8	10	David Walsh, Canso, N.S.

103,531	True Love	Halifax	Schr—Glt	1889	Sambro, N.S.	33 2	11 4	5 6	10	John C. Arnold, Terence Bay, N.S.
88,414	Trumpet	St. John, N.B	"	1837	Essex, Mass., U.S.A	45 2	13 9	6 0	20	A. W. Holmes, Beaver Harbour, N.B.
....	Try	Montreal	Barge—Chd	1860	Montreal, Que	91 3	18 7	5 5	84	E. Griffin, Ottawa, Ont.
103,998	Try Again	St. Andrews	Sloop	1898	Meteghan, N.S.	36 1	13 0	5 0	15	A. W. Ingersoll, Grand Manan, N.B.
107,055	Twilight	Barrington	"	1854	Harpswell, Me., U.S.A.	62 4	20 3	4 7	37	Provincial Wreeking Co., Ltd., Barrington Passage, N.S.
38,036	Twilight	Digby	Schr—Glt	1865	Long Island, N.S.	39 5	13 6	5 2	14	Benjamin Taylor, Digby, N.S.
75,833	Twilight	Halifax	"	1878	Owl's Head, N.S.	42 0	14 4	6 0	14	Lawson Pace, Glen Margaret, N.S.
64,470	Twilight	St. John, N.B.	"	1870	Portland, N.B	60 5	17 0	6 6	30	Thos. Traynor, *et al.*, St. John, N.B.
121,792	Twin Sisters	Yarmouth	Sloop	1905	Shelburne, N.S.	31 0	11 0	6 0	10	S. Stephens, Cape Island, N.S.
103,382	Two	Winnipeg	Barge—Chd	1895	Kenora, Ont.	56 5	14 3	6 3	17	Rainy River Navigation Co., Ltd., Kenora, Ont.
....	Two (2)	Montreal	"	1872	Montreal, Que	71 4	21 4	8 3	42	The Montreal Transportation Co., Ltd., Montreal, Que.
38,480	Two Brothers	Arichat	Schr—Glt	1866	River Bourgeoise, N.S.	51 6	16 6	7 4	31	Simon Landry, River Bourgeoise, N.S.
103,460	Two Brothers	"	"	1899	L'Ardoise, N.S.	42 4	14 8	6 0	18	Maurice Peters, L'Ardoise, N.S.
107,991	Two Brothers	Canso	"	1898	Port Félix, N.S.	40 0	13 0	6 4	14	Frederick Jello, Port Félix, N.S.
75,895	Two Brothers	Charlottetown	"	1878	Miramichi, N.B	51 0	16 8	6 3	26	Nectaire Peters, Rusticoville, P.E.I.
103,583	Two Brothers	Chatham, N.B	"	1895	Shippegan, N.B.	37 0	12 4	4 8	11	W. S. Loggie Co., Ltd., Chatham, N.B.
54,072	Two Brothers	Halifax	"	1838	Lunenburg, N.S	43 2	13 5	6 9	39	Philip Smeltzer, *et al.*, Lunenburg, N.S.
80,879	Two Brothers	Picton, Ont.	Sloop	1881	Battersea, Ont.	95 0	18 6	4 8	56	Geo. Cousins, Belleville, Ont.
77,920	Two Brothers	Quebec	Schr—Glt	1868 1881	Port Burwell, Ont. Port Hope, Ont.	95 0	23 5	7 5	122	N. E. Angers, Ste. Anne de la Parade, Que.
117,029	Two Brothers	Sydney	"	1906	Ingonish, N.S.	41 0	13 6	7 3	17	James Williams, M.O., Ingonish, N.S.
117,138	Two Brothers	Yarmouth	Sloop	1904	Pinkney's Point, N.S.	34 0	11 3	6 0	11	J. L. Surette, Pinkney's Point, N.S.
92,749	Two Sisters	Sackville	Schr—Glt	1896	Sackville, N.B	76 6	25 0	7 2	86	Ed. Kennie, Riverside, N.B.
122,107	Two Sisters	Yarmouth	Sloop	1905	Shelburne, N.S.	30 0	10 6	6 0	10	Bert Chatwynd, Woods Harbour, N.S.
83,287	Twylight	Kingston	"	1882	Dog Lake, Ont.	79 0	15 8	4 5	41	Clement Bell, Belleville, Ont.
100,575	Tyler	Arichat	Schr—Glt	1893	Lunenburg, N.S	62 7	20 7	8 0	54	Charles Boudrot, Rivière Bourgeoise, N.S.

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97,096	Tyree	Lunenburg	Schr—Glt	1890	Bridgewater, N.S.	126 5	30 0	11 9	285	Thos. A. Wilson and A. F. Davison, Bridgewater, N.S.
103,869	Uganda	Halifax	Schr—Glt	1898	Ship Harbour, N.S.	38 8	12 7	5 2	14	J. B. Stoddart, Ship Harbour, N.S.
112,117	Ulva	Lunenburg	"	1903	La Have, N.S	91 0	24 7	9 7	99	Albert V. Conrad, LaHave, N.S.
94,634	Umbrina	Shelburne	"	1888	Shelburne, N.S.	85 0	22 3	9 7	99	Joseph W. Peppett, North Sydney, N.S.
73,027	Una	Magdalen Islands	"	1879	House Harbour, M.I., Que.	62 6	19 4	7 3	41	Francis Cheverie, Magdalen Islands, Que.
100,235	Una	Halifax	"	1893	Pleasant Harbour, N.S.	34 8	11 9	4 1	9	J. Cronan, Halifax, N.S.
103,172	Una	Shelburne	"	1894	Shelburne, N.S.	77 2	22 2	8 2	82	Robt. Reid, *et al.*, Port Hilford, N.S.
121,699	Una	Yarmouth	Sloop	1904	Cape Island, N.S.	31 0	11 0	6 0	10	Wm. C. Nickerson, Cape Island, N.S.
88,597	Uncle Sam	Halifax	Schr—Glt	1885	Pubnico, N.S.	80 1	23 5	8 2	77	Wm. H. Harper, Jeddore, N.S.
107,957	Ungava	Lunenburg	"	1900	Mahone Bay, N.S.	88 8	24 3	9 4	88	Wm. Cleversey, LaHave, N.S.
122,066	Ungava	Montreal	Barge—Chd	1906	Collingwood, Ont.	200 0	41 0	17 0	1226	The Montreal Transportation Co., Ltd., Montreal, Que.
112,019	Unidella	Canso	Schr—Glt	1902	White Haven, N.S.	42 0	13 7	7 0	16	Norman Munroe, White Haven, N.S.

72,095	Union	Arichat	Schr—Glt	1876 1902	New Bandon, N.B.	67 5	20 1	10 1	77	Lawrence Gerrior, Arichat, N.S.
42,433	Union	Gaspé	"	1883	Gaspé, Que.	40 4	12 6	5 2	19	John Ascah, Anticosti, Que.
61,946	Union	Halifax	"	1870	Jeddore, N.S.	44 0	16 4	6 1	23	John W. Lawrence, Alberton, P.E.I.
94,750	Union	St. John, N.B.	"	1889	St. Martin's, N.B.	79 0	26 6	7 3	97	John J. Shields, Alma, N.B.
107,636	Union No. 8	New Westminster	Barge—Chd	1898	Vancouver, B.C.	56 0	14 0	4 0	28	Union Steamship Co., Ltd., Vancouver, B.C.
103,742	Unique	Lunenburg	Schr—Glt	1896	Mahone Bay, N.S.	93 1	24 3	9 5	95	Nathaniel Butt, Bay St. George, Nfld.
100,708	Unique	Pictou, N.S	Schr—Glt	1902	River John, N.S.	79 1	25 4	8 6	96	John O'Hara, Isaac's Harbour, N.S.
112,159	United Empire	Chatham, N.B.	"	1903	Caraquet, N.B.	42 0	14 0	5 6	17	Mrs. Sarah Young, and F. T. B. Young, J.O., Caraquet, N.B.
103,803	Unity	Pictou, N.S.	"	1904	Tatamagouche, N.S.	117 8	31 7	11 7	248	David McLure, *et al.*, Lower Montague, P.E.I.
100,123	Uno	Wallaceburg	Barge—Chd	1892	Wallaceburg, Ont.	76 0	20 2	5 0	75	S. W. Whitley, Sombra, Ont.
96,890	Upper Traverse	Ottawa	Light ship	....	....	77 0	20 0	9 5	97	The Minister of Marine and Fisheries, Ottawa, Ont.
97,098	Urania	Lunenburg	Schr—Glt	1891	Lunenburg, N.S	85 9	24 5	8 8	100	Joseph Seeley, Channel, Nfld.
116,510	Uranus	"	"	1904	"	88 8	24 6	9 2	90	James Young, *et al.*, Lunenburg, N.S.
66,997	Uranus	St. John, N.B	"	1874	Canning, N.B	73 2	26 4	6 8	74	Chas. D. Dykeman, Jemseg, N.B.
103,417	Uruguay	Charlottetown	"	1895	La Have, N.S	83 0	23 9	9 3	97	C. Robin, Collas & Co., Ltd., Jersey.
94,694	Utah and Eunice	Digby	"	1889	Freeport, N.S	50 3	18 0	6 3	33	M. Haines, *et al.*, Freeport, N.S.
83,495	Utopia	Liverpool	"	1884	Brooklyn, N.S.	81 0	24 8	9 0	98	Samuel Balcom, Halifax, N.S.
121,868	Utowana	Lunenburg	"	1906	LaHave, N.S.	66 4	22 0	8 9	71	J. Norman Rafuse, M.O., LaHave, N.S.
107,249	V. C. Co., No. 1	New Westminster	Barge—Chd	....	New Westminster, B.C.	47 5	11 6	3 4	15	Victoria Canning Co. of B.C., Ltd. Victoria, B.C.
107,250	V. C. Co., No. 2	" "	"	....	" "	47 0	13 6	3 4	18	" " "
107,252	V. C. Co., No. 3	" "	"	....	" "	55 5	18 0	4 5	41	" " "
107,631	V. C. Co., No. 6	" "	"	1898	" "	50 0	13 8	3 6	20	" " "
107,632	V. C. Co., No. 7	" "	"	1898	" "	49 0	13 8	4 0	25	" " "

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80,692	V. Paradis	Montreal	Barge—Chd	1881	Sorel, Que	130 0	24 7	10 0	214	Nap. Ladouceur, Sorel, Que.
103,340	Valda	„	Sloop	1890	Lachine, Que	27 0	8 0	1 8	3	A. F. Riddell, Montreal, Que.
91,743	Valdare	Digby	Schr—Glt	1888 1905	Cambridge, N.B.	83 4	27 6	7 0	95	Colin C. Rice, Bear River, N.S.
116,711	Valeda	Quebec	„	1904	St. Siméon, Que	72 0	20 2	6 0	52	Abraham Tremblay, St. Simeon, Que.
92,394	Valencia	Kingston	„	1888	Garden Island, Ont.	178 0	30 8	13 2	513	The Montreal Transportation Co., Ltd., Montreal, Que.
121,651	Valentina	Yarmouth	Sloop	1905	Tusket Wedge N.S.	32 0	10 6	6 0	10	S. LeBlanc, Tusket Wedge, N.S.
90,752	Valetta	St. John, N.B	Schr—Glt	1885	Rothesay, N.B.	81 0	27 0	7 4	99	J. W. Forsyth, *et al.*, Waterside, N.B.
83,164	Valiant	Arichat	„	1881	La Have, N.S	76 5	22 5	8 8	80	Ferdinand Renault, West Arichat N.S.
117,142	Valkyria	Halifax	„	1905	Indian Harbour, N.S.	42 0	11 6	6 2	13	H. Covey, Indian Harbour, N.S
103,285	Valkyrie	Chatham, N.B.	„	1895	Shippegan, N.B	36 1	12 0	5 2	12	P. Rive, Caraquet, N.B.
100,237	Valkyrie	Halifax	„	1893	Tancook, N.S.	34 4	8 6	3 6	5	H. E. Marsh, Halifax, N.S.
111,555	Valkyrie	St. Andrews	Sloop	1895	West Isles, N.B	37 0	13 0	5 6	16	Lorenzo C. Watt, Grand Manan, N.B.
103,716	Valkyrie	Yarmouth	„	1898	Pubnico, N.S	34 6	11 7	5 8	11	W. Worthen, Yarmouth, N.S.
117,143	Valmore	Halifax	„	1905	Mahone Bay, N.S.	42 8	12 3	5 6	11	Thos. Conrad, Rose Bay, N.S.

103,852	Vampire	Halifax	Schr—Glt	1897	Dartmouth, N.S	23 6	6 6	3 5	2	H. De S. Isaacson, Halifax, N.S.
80,630	Vanity	Yarmouth	"	1882	Maitland, N.S	39 0	12 6	4 8	11	S. F. Perry, Maitland, N.S.
85,758	Varuna	Quebec	"	1883	St. Jean Port Joli, Que.	51 0	14 9	6 5	24	J. Bouillon, Ste. Anne de la Pte. au Père, Rimouski Co., Que.
....	Vassal	Montreal	Barge—Chd	1866	St. François, Que	96 3	22 5	6 8	106	A. Boucher, Sorel, Que.
100,036	Vedette	Toronto	Lugger	1892	Toronto, Ont	46 0	9 6	5 2	6	F. M. Gray, *et al.*, Toronto, Ont.
100,851	Vega	Quebec	Schr—Glt	1892	Isle aux Coudres, Que	42 8	15 2	6 2	24	R. Daly, Quebec, Que.
100,434	Velma A	Moncton	"	1892 1905	Harvey, N.B	42 5	12 2	4 4	13	Stillman C. Wilbur, M. O., Harvey, N.B.
103,711	Venite	Digby	"	1897	Mavillette, N.S	45 0	14 0	5 6	24	S. A. Doucette, Mavillette, N.S.
96,781	Venture	Charlottetown	"	1889	Port Petpeswick, N.S	54 2	18 9	7 8	43	Donald McRae, Point Prim, P.E.I.
92,778	Venture	Victoria	"	1888	Vancouver, B.C	68 3	16 6	6 3	48	Victoria Sealing Co., Ltd., Victoria, B.C.
92,315	Venturer	Liverpool	"	1886	Brooklyn, N.S	115 0	29 4	11 8	318	E. L. Wasson, *et al.*, Newcastle, N.B.
61,401	Venus	Chatham, N.B	"	1872	Miramachi, N.B	43 4	14 8	5 9	19	Francis E. Winslow, Chatham, N.B.
94,832	Venus	Weymouth	"	1885	Booth Bay, Me., U.S.A.	59 0	18 4	6 7	42	A. J. Thurber, *et al.*, Freeport, N.S.
103,058	Venus	Yarmouth	Sloop	1894	Shelburne, N.S	28 0	11 1	5 3	8	C. Blades, Pubnico, N.S.
122,134	Venus	"	"	1905	Cape Island, N.S	30 0	10 6	6 0	10	Louis P. Surette, Tusket Wedge, N.S.
100,643	Vera	Victoria	Schr—Glt	1887	San Francisco, Cal., U.S.A.	74 0	21 2	8 5	60	Victoria Sealing Co., Ltd., Victoria, B.C.
103,609	Verbena	Sydney	"	1898	Gabarouse, N.S	56 0	15 7	5 9	27	G. W. Grant, Gabarouse, N.S.
103,736	Vere B. Roberts	Parrsboro'	"	1898	Parrsboro', N.S	93 3	27 2	9 2	124	John W. Smith, Moose River, N.S.
88,282	Veritas	St. Andrews	"	1878	Eastport, Me., U.S.A	30 3	10 6	5 6	10	Simon Leonard, West Isles, N.B.
121,756	Verona	Vancouver	Sloop	1906	Vancouver, B.C	26 6	8 9	3 6	7	Charles O. Julian, Vancouver, B.C.
71,647	Vert Pomme	Montreal	"	1872	Pierreville, Que	101 2	23 1	6 9	111	G. Lebruin, St. Aimé, Que.
100,608	Vesper	Shelburne	Schr—Glt	1893	Sable River, N.S	35 4	14 0	6 0	14	Chas. Hupman, Sommerville, N.S.
61,501	Vesta	Moncton	"	1868	Jordan River, N.S	49 5	16 1	6 5	22	J. W. J. Smith, Moncton, N.B.
69,200	Vesta	Pictou, N.S	"	1874	Mahone Bay, N. S	68 0	21 6	8 3	64	Alex. Arseneau, Magdalen Islands, Que.
100,304	Vesta	Windsor, Ont	"	1873	Chaumont, U.S.A	135 3	26 0	11 3	260	Wm. J. Pulling, Windsor, Ont.

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85,976	Vesta Pearl	St. John, N.B.	Schr—Glt	1882	Canning, N.S.	79 0	27 0	6 8	85	Jacob Mayer, St. John, N.B.
103,274	Vesuvius	Chatham, N.B.	"	1888	Caraquet, N.B.	35 0	12 1	5 0	10	G. Maillett, Shippegan, N.B.
121,894	Vice Reine	Shelburne	Sloop	1906	Shelburne, N.S.	41 0	13 8	5 4	12	Eleazar Penney, Cape Island, N.S.
77,564	Victor	Montreal	"	1872	Yamaska, Que.	104 0	22 7	7 0	115	Geo. Foreman, Grace's Point, Que.
100,715	Victor	"	"	1893	Pierreville, Que.	168 3	22 8	10 4	180	N. Laroche, Pierreville, Que.
103,026	Victor	Parrsboro'	Schr—Glt	1836	Saybrook, Conn., U.S.A.	58 8	20 6	6 0	43	G. A. Glaspy, St. John, N.B.
38,523	Victoria	Arichat	"	1874	French Village, N.S.	52 9	16 5	6 1	24	Henry Burke, French Village, N.S.
103,775	Victoria	Chatham, N.B.	"	1897	Shippegan, N. B.	38 9	13 3	5 6	16	W. S. Loggie Co., Ltd., Chatham, N.B.
111,409	Victoria	Lunenburg	"	1900	LaHave, N.S.	95 6	24 6	9 8	100	Thomas A. Wilson, Bridgewater, N.S.
74,222	Victoria	Montreal	Sloop	1875	Yamaska, Que.	99 8	21 0	5 9	96	X. Lebruin, St. Aimé, Que.
96,996	Victoria	New Westminster	"	1892	Port Guichon, B.C.	36 0	11 0	3 5	13	John A. Maxwell, Nanaimo, B.C.
73,055	Victoria	Quebec	Schr—Glt	1860	St. Antoine, Que.	59 3	19 5	6 1	42	Zenophon Legendre, St. Antoine, Que.
100,458	Victoria	"	"	1891	Quebec, Que.	68 0	21 7	6 0	53	E. J. Price, Quebec, Que.
90,709	Victoria	St. Catharines	Scow—Chd	1870	Welland, Ont.	109 0	23 0	6 5	156	Allan J. Holloway, Toronto, Ont.

107,359	Victoria	Sydney	Schr—Glt	1899	New Haven, N.S.	37 0	12 4	5 0	11	Daniel Johnson, Louisburg, N.S.
100,492	Victoria	Victoria	"	1892	Victoria, B.C.	80 0	20 4	8 4	63	Victoria Sealing Co., Ltd., Victoria, B.C.
59,310	Victory	St. Andrews	"	1865	Harpswell, Me., U.S.A.	30 8	10 4	4 8	8	Geo. Mulholland, Campo Bello, N.B.
116,466	Vie	Vancouver	Barge—Chd	1902	Vancouver, B.C.	62 0	20 2	2 0	22	Mrs. Mary W. Cates, Vancouver, B.C.
90,558	Vienna	Bowmanville	Schr—Glt	1871	Port Burwell, Ont.	102 0	23 5	8 5	135	F. H. Laird and T. E. Laird, J.O., Dresden, Ont.
92,767	Vigie	Quebec	"	1889	Quebec, Que.	70 7	19 0	8 6	59	Charles E. Lemoine, Quebec, Que.
92,589	Vigilant	Gaspé	"	1894	Becscie River, Que	32 6	13 0	4 6	11	Luc Cormier, Esquimaux Pt., Que.
100,251	Vigilant	Halifax	"	1894	Tancook Island, N.S.	34 3	9 0	3 7	5	Dudley Mills, Halifax, N.S.
116,970	Vigilant	St. Andrews,	Sloop	1906	Clark's Harbour, N. S.	33 7	12 1	5 8	12	Webster Cossaboom, Grand Manan, N. B.
103,501	Viking	Lunenburg	Schr—Glt	1896	Lunenburg, N.S	85 2	23 6	9 3	96	J. A. Farquhar, jr., and C. W. Rawlings, Halifax, N.S.
100,621	Viking	Port Dover	Sloop	1891	Port Dover, Ont.	62 0	16 6	7 8	39	F. H. Mitchell, Oakville, Ont.
121,721	Viking	Vancouver	"	....	Victoria, B. C.	27 8	9 0	4 0	8	Walter G. Sweet and Lewis H. Evans, Vancouver, B.C.
107,331	Viking	Yarmouth	"	1899	Yarmouth, N.S	30 3	11 6	3 6	9	Charles T. Grantham, Yarmouth, N.S.
75,785	Village Belle	Port Medway	Schr—Glt	1878	East Port Medway, N.S.	63 8	21 0	8 3	55	S. E. Teel, Vogler's Cove, N.S.
57,662	Village Bride	Halifax	"	1867	Chezetcook, N.S.	45 4	15 0	6 4	24	James Bien, West Arichat, N.S.
69,192	Village Queen	"	"	1874	Mahone Bay, N.S.	48 6	15 9	6 6	24	Charles Brundage, Sheet Harbour, N. S.
88,302	Villageois	Quebec	Barge—Chd	1881	St. Jean Deschaillons, Que.	92 6	22 6	6 5	93	G. Gignac, Portneuf, Que.
117,183	Vina	Chatham, N.B.	Schr—Glt	1905	Shippegan, N.B.	38 4	13 0	5 0	14	J. Noel, Shippegan, N.B.
37,418	Vine	Liverpool	"	1838	Sable River, N.S.	46 2	13 0	6 3	24	N. Munro, Liverpool, N.S.
116,508	Vinita	Lunenburg	"	1904	Lunenburg, N. S.	98 6	27 3	10 6	168	Freeman Himmelman, M.O., Ritcey's Cove, N. S.
97,186	Viola	Windsor, N.S	"	1891	Salmon River, N.S.	90 0	28 0	9 0	124	J. Willard Smith, St. John, N.B.
121,659	Viola	Yarmouth	Sloop	1904	Tusket Wedge, N.S.	33 0	11 0	6 0	10	J. LeBlanc, Tusket Wedge, N.S.
100,330	Viola Pearl	"	Schr—Glt	1894	Eel Brook, N.S.	45 0	16 7	6 7	24	H. Goodwin, Pubnico, N.S.
121,873	Viola S.	"	Sloop	1906	Surettes Island, N.S.	35 2	12 9	6 4	16	Samuel Surette, M.O., Surette's Isld., N.S.
100 260	Violet	Halifax	Schr—Glt	1891	Sambro, N.S.	33 6	11 4	5 0	12	James H. Smith, Sambro, N.S.

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94,726	Violet N	Digby	Schr—Glt	1888	Cornwallis, N.S.	54 0	17 8	6 4	32	Andrew Coggins, *et al.*, Westport, N. S.
90,485	Violet West	Halifax	"	1885	Seaforth, N.S.	49 6	18 0	7 0	36	Wm. Burke, Main à Dieu, N.S.
100,548	Violetta	Digby	"	1898	Hillsburn, N.S.	36 0	13 4	5 4	11	A. W. Longmire, Hillsburn, N.S.
96,773	Virgin	Port Hawkesbury	"	1894	Cheticamp, N.S.	33 0	11 4	4 9	10	M. Ramard, Cheticamp, N.S.
103,125	Virgin Queen	St. Andrews	Sloop	1896	East Machias, Me., U.S.A.	40 0	13 0	5 6	16	Nelson Morse, Grand Manan, N.B.
112,097	Virginia	Lunenburg	Schr—Glt	1902	Lunenburg, N.S.	98 0	26 0	10 0	114	A. C. Barnaby, M. O., West Dublin, N.S.
70,283	Virginia	Montreal	Barge—Chd	1874	Montreal, Que	110 0	22 9	8 8	185	The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
116,330	Virginian	Parrsboro	Schr—Glt	1904	Port Greville, N. S.	85 5	23 6	7 8	100	H. W. Elderkin and J. G. Elderkin, J. O., Port Greville, N. S.
51,537	Virginie	Quebec	Barge—Chd.	1864	Grondines, Que	83 3	22 0	7 4	86	E. Hâmelin, Grondines, Que.
74,258	Virginie	"	"	1876	St. Emélie, Que.	95 8	21 5	7 6	112	Solomon Beràrd, Sorel, Que.
75,678	Virginie	"	Schr—Glt	1877	Les Eboulements, Que.	39 0	14 5	5 7	21	E. Talbot, Fraserville, Que.
90,863	Viva	Victoria	"	1885	Chester, N.S.	76 9	22 8	9 0	92	Victoria Sealing Co., Ltd., Victoria, B. C.
75,749	Vivid	Yarmouth	"	1879	Church Point, N.S.	64 0	20 3	7 6	44	T. Z. Spear, Pennfield, N.B.
116,283	Vixen	Halifax	"	1903	Ship Harbour, N.S.	47 8	13 0	6 5	15	Robert Keating, Ship Harbour, N.S.

103,678	Vladimir	Toronto	Scow—Chd	1897	Bracebridge, Ont	44 4	13 2	4 0	43	S. Brown, Bracebridge, Ont.
100 995	Voltaire	Chatham, N.B	Schr—Glt	1891	Shippegan, N.B	35 0	12 0	4 6	10	P. Rive, Caraquet, N.B.
100,357	Voltigeur	Quebec	"	1888	Rimouski, Que	35 2	14 3	4 8	14	Frs. St. Pierre, Matane, Que.
103,352	Voltigeur	"	Sloop	1894	Les Escoumains, Que	60 8	18 6	5 3	34	Hypolite Bouliane, Tadousac, Que.
71,062	Volunteer	Hamilton	Schr—Glt	1874	Mill Point, Ont	110 0	26 3	8 5	197	J. L. B. Leclaire, Sorel, Que.
96,910	Volunteer	Kingston	Sloop	1891	Dog Lake, Ont	88 8	17 0	5 6	59	Barney Black, Kingston, Ont.
111,794	Volunteer	Port Hawkesbury	"	1903	Port Hawkesbury, N.S.	38 0	12 1	6 3	14	David A. Boudreau, Petite de Grat, N.S.
103,111	Volunteer	St. Andrews	"	1888	Grand Manan, N.B	36 0	12 3	5 0	14	Milton W. Ingersoll, Grand Manan, N. B.
100,966	Von Moltke	Chatham, N.B	Schr—Glt	1890	Caraquet, N.B	36 1	11 9	4 6	11	P. Rive, Caraquet, N.B.
96,034	Vreda	Toronto	Cutter	1888	Troon, G.B	53 3	10 1	9 5	18	A. G. Peuchen, Toronto, Ont.
103,588	Vulture	Chatham, N.B	Schr—Glt	1896	Caraquet, N.B	36 3	12 5	5 0	13	W. S. Loggie Co., Ltd., Chatham, N. B.
107,456	W. K. IV	Vancouver	Scow—Chd	1899	Vancouver, B.C	59 0	21 9	4 8	52	Simon McKenzie, Vancouver, B.C.
111,535	W. K. No. III	"	"	1891	"	62 0	22 2	5 0	55	Gordon T. Legg, Vancouver, B. C.
111,536	W. K. No. IV	"	"	1891	"	58 0	21 3	5 0	55	" "
111,537	W. K. No. 5	"	"	1891	"	58 0	21 0	5 0	54	" "
117,010	W.K. No. 6	"	"	1903	New Westminster, B.C.	69 0	25 0	6 8	101	L. Wilson, *et al.*, New Westminster, B.C.
92,661	W. A. Crombie	Ottawa	Barge—Chd	1887	Ottawa, Ont	110 0	22 0	7 0	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
111,560	W. C. Clark	St. Andrews	Schr—Glt	1901	Grand Manan, N.B	36 0	13 2	6 0	16	Matilda Cheney, Grand Manan, N.B.
116,504	W. C. Silver	Lunenburg	"	1904	Bridgewater, N.S	93 6	24 1	9 6	97	Kenneth Silver, M.O., La Have, N.S.
42,023	W. D. Bickford	Digby	"	1860	Hillsburg, N.S	58 8	17 1	7 5	44	J. A. Steves, *et al.*, Sackville, N.B.
107,542	W. E. Gladstone	St. John, N.B	Sloop	1898	Carleton, N.B	42 0	15 0	5 9	19	Lawton C. Guptill, Grand Manan, N.B.
69,214	W. E. Stowe	Lunenburg	Bgtn—Bkglt	1875	Lunenburg, N.S	88 0	24 0	10 7	160	J. Eisenhauer, Lunenburg, N.S.
83,174	W. E. Young	"	Schr—Glt	1882	"	78 0	23 4	8 5	93	Daniel Hamilton, Sydney, N.S.

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121,696	W. F. Britteliffe	Yarmouth	Sloop	1904	Woods Harbour, N.S.	35 0	11 8	5 5	10	G. W. Smith, M.O., Woods Harbour, N.S.
88,518	W. F. Elizabeth	Sydney	Schr—Glt	1886	St. Peter's, N.S	32 1	12 8	5 1	10	Thomas Doyle, North Rustico, P.E.I.
117,162	W. H. Baxter	Windsor, N.S.	"	1905	Canning, N.S.	138 0	32 6	12 4	331	Wm. H. Baxter, M.O., Canning, N.S.
92,669	W. H. Sixsmith	Ottawa	Barge—Chd	1887	Hull, Que	112 0	23 0	7 6	147	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,099	W. H. Waters	St. John, N.S.	Schr—Glt	1893	Westfield, N.B	86 5	28 1	7 9	120	John A. Mowry, *et al.*, St. John, N.B.
71,274	W. J. Suffell	Kingston	"	1874	Port Burwell, Ont	120 0	26 0	9 8	238	Joseph Dix, Kingston, Ont.
57,257	W. L. Lohnes	Lunenburg	"	1866 1881	La Have, N.S.	55 3	18 1	7 4	38	Wm. Lohnes, La Have, N.S.
121,786	W. M. Dobell	Ottawa	Barge—Chd	1906	Hull, Que	121 8	24 1	8 1	196	The Ottawa Transportation Co., Ltd., Otttawa, Ont.
69,091	W. M. Vogler	Port Medway	Schr—Glt	1874	Vogler's Cove, N.S	61 5	20 3	7 6	46	J. S. Cochran, Halifax, N.S.
111,724	W. N. Zwicker	Lunenburg	"	1901	Clyde River, N.S.	145 2	32 1	12 5	398	A. H. Zwicker, *et al.*, Lunenburg, N.S.
103,374	W. P. Andrus	Winnipeg	Barge—Chd	1894	Kenora, Ont.	52 6	12 2	6 0	28	The Rat Portage Fish Co., Kenora, Ont.
88,688	W. R. Barry	St. John, N.B.	Schr—Glt	1885	Westfield, N.B.	51 1	16 0	4 4	30	Chas. A. C. Gorham, Greenwich, N.B.
122,113	W. S. Calvert	Toronto	"	1874	Chester, Pa., U.S.A	191 0	29 0	14 4	543	The Canadian Transit Co., Ltd., Toronto, Ont.
111,696	W. S. Fielding	Liverpool	"	1901	Liverpool, N.S.	115 0	27 9	11 1	199	Abraham W. Hendry, Liverpool, N.S.

100,390	W. S. Fielding	Sydney	Schr—Glt	1895	Ingonish, N.S.	38 8	12 9	5 4	14	A. B. Morrison, St. Ann's, N.S.
111,649	W. S. Wynot	Lunenburg	"	1901	Mahone Bay, N. S	90 8	24 7	10 0	100	Charles U. Mader, Mahone Bay, N.S.
100,070	W. W. McLaughlin	St. John, N.B		1891	Hopewell, N.B	160 3	38 4	13 2	471	Ernest W. Lynds, Hopewell Cape, N.B.
100,174	W. Gill	Montreal	Sloop	1891	Pierreville, Que	91 0	23 0	6 0	89	Romuald Deschenaux, Notre Dame de Pierreville, Que.
75,529	W. Owens	"	Barge—Chd	1874	Monte Bello, Que	94 0	19 2	5 7	90	J. Bouvier, St. Roch, Que.
100,543	W. Parnell O'Hara	Digby	Schr—Glt	1886	Essex, Mass., U.S.A	80 2	23 0	8 3	79	R. C. C. Smallie, (Ship's Husband), *et al.*, Digby, N.S.
122,049	Waldo R	St. Andrews	"	1906	West Isles, N.B	51 0	17 2	7 0	47	Winslow Richardson, West Isles, N.B.
83,382	Wales	Toronto	"	1881	Kingston, Ont	110 0	21 7	10 0	152	The Muskoka Mill & Lumber Co., Toronto, Ont.
111,793	Walla Walla	Port Hawkesbury	"	1903	Cheticamp, N.S	34 0	11 2	5 6	11	Simon Belfountain, Eastern Harbour, N.S.
92,569	Walter	Halifax	"	1882	Red Head, N.S	36 3	13 4	6 5	15	Robert Johnson, Halifax, N.S.
116,724	Walter C	St. John, N.B	Sloop	1904	Lorneville, N.B	41 9	15 5	5 5	18	Albert O. Cunningham, Lorneville, N.B.
94,814	Walter L. Rich	Victoria	Schr—Glt	1887	Booth Bay, Me., U.S.A	79 2	22 0	7 6	84	Victoria Sealing Co., Ltd., Victoria, B.C.
96,944	Walter Miller	St. John, N.B	"	1890	Black River, N.B	93 2	27 7	7 3	118	N. C. Scott, St. John, N.B.
90,663	Walter P. Hall	Victoria	"	1886	Gilbert Cove, N.S.	78 0	22 8	9 0	99	T. R. Smith, Victoria, B. C.
......	Wanderer	Toronto	"	1866	Oakville, Ont	80 0	20 4	7 6	110	John Spence, jr., Southampton, Ont.
85,617	Wandrian	Parrsboro'	"	1883	Parrsboro', N.S	135 3	32 3	12 5	311	Nova Scotia Lumber Co., Ltd., Walton, N,S.
100,019	Wanita	Windsor, N.S	"	1897	Granville, N.S	60 8	20 0	7 8	42	Rodman Pratt, Wolfville, N.S.
90,896	Wapiti	Yarmouth	"	1889	Shelburne, N.S	90 4	24 2	9 7	100	A. F. Stoneman, Yarmouth, N.S.
103,594	Warren W	Charlottetown	"	1896	Montague, P.E.I.	83 0	22 5	8 6	79	George Wightman, Montague, P.E.I.
100,985	Wasp	Chatham, N.B	"	1888	Caraquet, N.B	36 0	12 8	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
103,855	Wasp	Halifax	Sloop	1897	Dartmouth, N.S	23 6	6 6	4 0	2	R. Bauld, Halifax, N.S.
52,198	Watchman	St. John, N.B	Schr—Glt	1865	Grand Lake, N.B	64 0	22 2	6 0	46	John Black and H. C. Smith, St. John N.B.
61,904	Water Lily	Halifax	"	1870	Liverpool, N.S	38 4	14 0	5 5	14	Horatio Zinck, West Dover, N.S.
122,023	Water Witch	Liverpool	"	1906	Liverpool, N. S.	114 3	28 9	11 4	190	John G. Porter, Kingston, B.W.I.
59,325	Water Witch	St. Andrews	"	...	Essex, Mass., U.S.A	39 0	12 0	5 0	12	Eben Greenlaw, West Isles, N.B.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued.*

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80,961	Waterlily	Halifax	Schr—Glt	1880	Little Glace Bay, N.S.	41 6	14 6	5 8	19	Shelah Evans, Halifax, N.S.
	Waubaushene	Toronto	"	1872	Chatham, Ont	149 0	26 0	11 6	478	The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.
90,488	Wave	Charlottetown	"	1885	Spry Harbour, N.S.	43 5	14 0	5 5	19	Geo. A. Poole, Lower Montague, P.E.I.
72,980	Wave	Digby	"	1873	Salmon River, N.S	39 6	12 2	4 8	11	Thos. Pack, Westport, N.S.
77,969	Wave Queen	St. Andrews	"	1879	St. George, N.B.	30 2	11 7	5 1	11	Wm. McMann, St. George, N.B.
	Wawanosh	Sarnia	"	1873	Sarnia, Ont.	138 0	26 2	12 0	370	Jas. King, Sarnia, Ont.
64,049	Weenona	Digby	"	1875	Tiverton, N.S	40 8	15 9	6 2	19	Morton Morrell, Tiverton, N.S.
88,228	Welcome	Charlottetown	"	1884	Chezetcook, N.S.	47 8	17 3	7 2	33	Robert Whiteway, Murray River, P.E.I.
116,887	Wenona	Arichat	"	1902	Tor Bay, N.S.	35 4	10 5	4 9	10	John J. Uloth, Tor Bay, N.S.
100,152	Werra	Lunenburg	"	1891	Lunenburg, N.S.	77 0	23 6	8 8	85	John R. Renouf, Bay of Islands, Nfld.
75,595	West Wind	Digby	"	1877	Port Gilbert, N.S.	45 7	16 4	6 0	25	Geo. Post, Digby, N.S.
107,764	Western Light	Charlottetown	"	1902	Mininegash, P.E.I.	55 9	17 7	6 8	39	Chas. Veno, Mininegash, P.E.I.
107,760	Western Prince	"	"	1889 1900	Alberton, P.E.I	35 7	12 4	4 6	10	Wallace Richards, Alberton, P.E.I.
100,551	Westmoreland	Dorchester	Bk—Bq	1893	Harvey, N.B.	164 4	35 3	18 3	698	Barque Westmoreland Co., Ltd., Dorchester, N.B.

......	Wheat Bin	Montreal	Barge—Chd	1870	Montreal, Que	148 9	24 6	9 5	320	Alphonse Desrosier, Lanoraie, Que.
77,744	Whip-poor-Will	Shelburne	Schr—Glt	1875	Lockeport, N.S	44 0	13 6	5 5	17	Gilbert Littlewood, Littlewood, Shelburne Co., N.S.
103,704	Whisper	Yarmouth	″	1896	Pubnico, N.S	52 5	14 9	7 0	31	Chas. Harkins, Dipper Harbour, N.B.
90,658	Whistler	St. John, N.B	″	1886	Eel Brook, N.S	50 9	14 7	6 3	24	David Chute, Harbourville, N.S.
100,962	White Bird	Chatham, N.B.	″	1893	Shippegan, N.B	46 8	15 8	6 0	27	Alexander Tremblay, Mininegash, P.E.I.
77,572	White Bird	Montreal	Sloop	1878	Yamaska, Que	92 5	22 5	6 2	89	E. Auclair, Haverhill, Mass., U.S.A.
94,967	White Cloud	Gaspé	Schr—Glt	1889 1899	Mahone Bay, N.S. Lévis, Que	80 4	24 0	9 3	99	Daniel Mabe, Corner of Beach, Gaspé, Que.
117,042	White Eagle	Barrington	Sloop	1901	Clarke's Harbour, N.S.	32 0	11 2	6 2	10	L. Nickerson, Cape Island. N.S.
122,054	White Fish	Chatham N.B.	Schr—Glt	1906	Shippegan Island, N.B	36 0	13 2	5 5	13	Eutrope Chiasson, Shippegan Island, N.B.
72,571	White Oak.	Kingston	″	1867	Oakville, Ont	111 0	24 8	9 5	180	D. W. Spence, Southampton, Ont.
100,953	White Wings	Chatham, N.B.	″	1890	Caraquet, N.B.	35 1	12 7	4 4	10	Mrs. Sarah Young and F. T. B. Young, J.O., *et al.*, Caraquet, N.B.
83,155	White Wings.	Hamilton	Sloop	1886	Trenton, Ont	40 0	15 6	6 4	22	R. W. Scarfe, Port Credit, Ont.
116,202	Whynot	Yarmouth	Schr—Glt	1897	Port Maitland, N.S.	31 0	10 0	5 6	10	W. H. Allen and G. H. Van Horne, Arcadia, N.S.
92,393	Wide Awake	Kingston	Sloop	1887	Kingston, Ont	65 3	15 3	3 8	24	John Tuttle, Kingston, Ont.
100,590	Wide Awake..	Montreal	Catboat	1891	New York, U.S.A	16 5	7 2	3 5	1	H. M. Molson, Montreal, Que.
61,947	Widgeon	Halifax	Schr—Glt	1869	Chezetcook, N.S.	42 5	14 8	6 6	22	John Petipas, Bay of Islands, Nfld.
72,321	Widgeon	St. John, N.B.	″	1872	Portland, N.B.	32 1	11 5	5 3	10	James Kennedy, St. John, N.B.
96,934	Wild Brier C	Charlottetown	″	1890	Mininegash, P.E.I	47 0	15 0	5 5	24	Walter Matheson, Charlottetown, P.E.I.
116,233	Wild Rose	Digby	″	1904	Port Lorne, N.S.	38 5	15 4	6 0	16	Lewis Sabean, Port Lorne, N.S.
41,929	Wild Wave	Liverpool	″	1859	Liverpool, N.S	59 0	17 5	6 7	36	B. G. Crowell, *et al.*, Shelburne, N.S.
54,416	Wildflower	St. John, N.B	″	1866	Washademoak, N.B	55 0	18 7	5 0	33	John B. Edgar, Kars, N.B.
116,292	Wilena Fraser	Charlottetown	″	1898	Charlottetown, P.E.I.	35 0	12 3	4 4	13	W. W. Corrigan, West Arichat, N.S.
107,351	Wilfred Laurier	Sydney	″	1897	Ingonish, N.S.	41 0	11 4	6 0	10	Philip May and John Rose, J.O., North Sydney, N.S.
......	Wilfrid Plunkett	Cobourg	″	1866	Oakville, Ont.	78 9	18 9	7 9	100	A. A. Smith, Belleville, Ont.
90,882	Will o' the Wisp	Yarmouth	″	1888	Pubnico, N.S.	67 8	19 7	7 5	51	A. F. Stoneman, Yarmouth, N.S.

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92,662	Willard Crane ...	Ottawa	Barge—Chd	1887	Hull, Que.	110 0	22 0	7 0	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,578	Willetta	Halifax	Schr—Glt	1888	Sambro, N.S	37 8	12 9	5 5	12	Jos. Gray, Sambro, N.S.
69,675	William....... ...	Kingston........ .	Barge—Chd	1875	Point Lévis, Que	128 1	27 0	10 3	287	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
85,397	William A.	Amherst, M.I.....	Schr—Glt	1890	Etang du Nord Grindstone Island, Que.	33 6	12 3	4 7	9	John N. Leblanc, Etang du Nord, Grindstone Island, Que.
73,030	William Albert.....	" . .	"	1881	Grindstone, Que....	57 1	19 6	8 1	41	W. G. Leslie, Grindstone, M.I., Que.
75,912	Wm. Jamieson......	Whitby...	"	1878	Mill Point, Ont	100 0	25 4	8 6	143	D. Galbraith, M.O., Whitby, Ont.
85,363	Wm. McGillivray...	Ottawa	Barge—Chd ...	1884	Hull, Que...	111 1	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
116,648	Wm. Power	"	"	1904	Hull, Que	112 8	24 0	8 2	168	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,663	Wm. Sinclair.	Chatham, N.B......	Schr—Glt ..	1885	Chatham, N.B	41 0	15 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
107,674	Willie...	Quebec	Sloop...	1900	St. Irenée, Que..... ..	45 6	13 2	6 0	22	Mrs. M. A. Duchene, St. Etienne de la Malbaie, Que.
....	Willie.	Windsor, Ont......	Scow—Chd.....	1871	River Roscom, Ont.....	65 0	15 4	2 9	37	J. Beausoleil, Sandwich East, Ont.
73,962	Willie B..	Halifax.	Schr—Glt	1876	Liverpool, N.S....	53 9	18 3	7 3	39	F. P. White, Margaree, N.S.
96,776	Willie B..........	Port Hawkesbury...	" ...	1894 1903	Cheticamp, N.S.. ..	33 0	11 5	5 4	21	A. W. DeGruchy, Eastern Harbour, N.S.
85,559	Willie F.	Yarmouth.........	"	1884	Cape Cove, N.S.	40 7	12 5	5 0	12	F. B. Lent, Westport, N.S.

100,226	Willie H. Crosby	Halifax	Schr—Glt	1893	Chezetcook, N.S.	64 8	22 2	8 9	65	J. D. Savage, Magdalen Islands, Que.
85,541	Willie M.	Barrington	"	1883	Maitland, N.S.	53 0	16 0	6 6	24	Isaac Nickerson, Barrington, N.S.
85,487	Willie McGowan	Shelburne	"	1883	Shelburne, N.S	88 0	23 8	9 6	116	Wm. H. Moore, North Sydney, N.S.
111,403	Willis C.	Lunenburg	"	1900	LaHave, N.S	86 3	22 5	9 3	82	Samuel Shaw, Bay St. George, Nfld.
66,727	Willow	Quebec	"	1872	"	41 0	14 6	5 8	18	Chas. Gagné, Rimouski, Que.
75,463	Windsor Packet	Windsor, N.S.	"	1877	Margaretsville, N.S.	68 6	24 8	7 5	66	W. E. Wyman, Freeport, N.S.
107,792	Windward	St. John, N.B	"	....	Long Island, U.S.A.	49 2	15 8	5 2	24	T. E. Powers and J. H. Wilson, St. John, N.B.
97,149	Winnie	St. Andrews	"	1877	Green's Cove, N.S.	30 0	11 3	4 9	12	Thos. Bright, Seeley's Cove, N.B.
94,959	Winnie G. S.	Lunenburg	"	1889	Chester Basin, N.S.	45 0	16 0	7 0	26	Donald McGregor, Dalhousie, N.B.
121,852	Winnifred	"	"	1905	Mahone Bay, N.S.	102 3	25 5	10 0	99	Abraham Ernst, M.O., Mahone Bay, N.S.
121,690	Winnifred	Yarmouth	Sloop	1904	Cape Island, N.S.	32 0	11 0	6 0	10	A. Nickerson, Cape Island, N.S.
100,711	Winnipeg	Montreal	Schr—Glt	1893	Kingston, Ont	179 5	34 6	14 5	681	Montreal Transportation Co., Ltd., Montreal, Que.
88,493	Winnipeg River	Winnipeg	Barge—Chd	1883	Winnipeg, Man	132 0	25 5	6 3	205	The Northwest Nav. Co., Ltd., Winnipeg, Man.
107,539	Winogene	St. John, N.B	Sloop	1898	Milledgeville, N.B.	29 0	10 0	3 0	7	H. E. Holder, St John, N.B.
70,295	Winona	Montreal	Barge—Chd	1874	Quebec, Que	121 0	23 6	9 8	227	François Sauvé, Beauharnois, Que.
96,717	Winona	Ottawa	"	1890	Grenville, Que.	110 0	24 0	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
111,554	Winona	St. Andrews	Sloop	1896	Buzzard's Bay, Mass., U.S.A.	20 0	8 3	2 0	4	Edward Maxwell, Montreal, Que.
94,983	Wona	Toronto	Schr—Glt	...	Gloucester, Mass., U.S.A.	27 6	8 6	4 6	4	Wm. P. Eby, Toronto, Ont.
92,531	Wood	Ottawa	Barge—Chd	1887	Sorel, Que	111 9	22 8	8 1	171	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,012	Wood Bros.	Parrsboro'	Schr—Glt	1894	Parrsboro', N.S.	74 5	25 0	6 4	68	A. O. Seaman, *et al.*, Parrsboro', N.S.
111,960	Woodward No. 1	New Westminster	"	1905	New Westminster B.C.	65 0	23 0	4 5	62	Torpedo Freighting & Tug Co., Ltd., New Westminster, B.C.
100,973	World's Fair	Chatham, N.B	Schr—Glt	1893	Caraquet, N.B	37 2	12 4	4 8	11	Mrs. Sarah Young and F. T. B. Young, J.O., *et al.*, Caraquet, N.B.
90,897	Wrasse	Yarmouth	"	1889	Eel Brook, N.S.	64 1	20 2	7 4	56	A. F. Stoneman, Yarmouth, N.S.
103,079	Wren	Chatham, N.B.	"	1894	Shippegan, N.B.	34 6	12 5	4 8	11	T. Ahier, Shippegan, N.B.
103,183	Wren	Shelburne	"	1895 1900	Shelburne, N.S.	52 0	13 4	6 7	22	A. P. Hamilton, Carleton Village, N.S.

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116,842	Wyandotte	Owen Sound	Barge—Chd	1856	Newport, U.S.A	141 4	31 8	9 6	305	Frederick Wood, *et al.*, J.O., Wiarton, Ont.
100,225	Wym	Halifax	Cutter	1892	Dartmouth, N.S	32 5	7 3	5 4	6	R. R. Kennedy, Halifax, N.S.
100,812	Wyvern	Barrington	Schr—Glt	1894	Lockeport, N.S	53 0	17 0	7 0	25	Patrick Le Fort, Cheticamp, N.S.
111,519	X. 10. U. 8	St. John, N.B.	Sloop	1902	Jemseg, N.B.	37 2	17 3	4 1	19	J. D. Colwell, Jemseg, N.B.
112,127	Yamaska	Lunenburg	Schr—Glt	1903	Mahone Bay, N.S	92 0	24 8	9 6	98	Peter B. Zwicker, Mahone Bay, N.S.
...	Yamaska	Montreal	Barge—Chd	1859	Yamaska, Que	79 5	21 6	5 4	57	Wm. Graham, Vaudreuil, Que.
103,963	Yamaska	"	Sloop	1898	"	95 8	22 5	6 0	99	Henri Joli, Sorel, Que.
85,454	Yamaska	Quebec	Barge—Chd	1873	Yamaska, Que	107 5	22 6	9 3	160	Adelard Bourdon, Lanoraie, Que.
75,745	Yarmouth Packet	Yarmouth	Schr—Glt	1878	Plymouth, N.S.	75 0	22 0	8 3	77	E. F. Parker, Yarmouth, N.S.
96,808	Youla	Halifax	Cutter	1891	Dartmouth, N.S.	33 5	7 3	5 4	6	Harry M. Wyld, Halifax, N.S.
75,722	Yuba	Yarmouth	Schr—Glt	1878	Green Cove, N.S.	42 0	14 6	5 5	15	Isaac A. Nickerson, Shag Harbour, N.S.

111,419	Yukon	Lunenburg	Schr—Glt	1900	LaHave, N.S.	96 4	24 7	9 7	97	Arthur Ritcey, LaHave, N.S.
116,807	Z. Gill	Sorel	Sloop	1906	Pierreville, Que	104 2	23 0	7 6	126	Willie Gill, Pierreville, Que.
35,680	Zebra	Liverpool	Schr—Glt	1841	LaHave, N.S	48 0	17 3	6 6	26	T. R. Patillo (Estate), Liverpool, N.S.
85,508	Zelena	St. John, N.B	"	1883	St. Martin's, N.B	40 2	13 6	5 2	14	James T. Smith, Rockland, N.B.
107,917	Zelma	St. Andrews	Sloop	1897	Grand Manan, N.B	35 0	13 4	4 7	17	H. Frankland, Grand Manan, N.B.
111,653	Zephir No. 1	Montreal	"	1901	St. Thomas de Pierreville, Que.	74 4	18 8	5 4	50	Calixte Boucher, Ste. Croix, Que.
100,920	Zephyr	Chatham, N.B	Schr—Glt	1891	Caraquet, N.B	36 3	12 4	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
85,378	Zephyr	Halifax	"	1863	Mahone Bay, N.S.	40 5	14 4	5 5	16	Robert J. Shaughenwhite, Terence Bay, N.S.
100,589	Zephyr	Montreal	Sloop	1892	Three Rivers Que	62 6	16 6	4 9	33	J. Paquette, Champlain, Que.
116,449	Zephyr	Shelburne	"	1904	Port Saxon, N.S.	31 0	11 7	6 0	11	Samuel Greenwood and S. M. Greenwood, Port Saxon, N.S.
112,058	Zeta	Windsor, N.S	Schr—Glt	1902	Cheverie, N.S	132 0	32 0	12 0	335	Rodman Pratt, Cheverie, N.S.
103,486	Zillah May	Victoria	"	1896	Ballard, Wash., U.S.A.	77 3	20 8	8 3	66	Sprott Balcom, Victoria, B.C.
121,656	Zilpha	Yarmouth	Sloop	1904	Clarke's Harbour, N.S.	32 0	11 4	6 0	10	Martin Penny, Clarke's Harbour, N.S.
122,000	Zoraya	Lunenburg	Schr—Glt	1906	Tancook Island, N.S	44 2	12 5	6 4	16	John S. Spindler, M.O., Rose Bay, N.S.
83,427	Zoulou	Weymouth	"	1883	Grosses Coques, N.S.	40 0	12 0	5 5	12	Louis N. Teabo, Plympton, N.S.
80,013	Zulu	St. John, N.B	"	1870	Portland, N.B	29 8	11 3	4 8	8	Edward Hampton, St. John, N.B.

THIRTY-NINTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES

1906

FISHERIES

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1906

To His Excellency the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, *Viscount Howick, Baron Grey of Howick, a Baronet, G.C.M.G., &c., &c., &c., Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

I have to honour to submit herewith, for the information of Your Excellency and the legislature of Canada, the Thirty-ninth Annual Report of the Department of Marine and Fisheries, Fisheries Branch.

I have the honour to be,

Your Excellency's most obedient servant,

L. P. BRODEUR,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, October, 1906.

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REPORT OF THE DEPUTY MINISTER.

To the Honourable L. P. Brodeur,
Minister of Marine and Fisheries.

Sir,—I have the honour to present the thirty-ninth annual Fisheries Report of the Department of Marine and Fisheries for the fiscal year ending on June 30, last, and to give a statement of the more important details of the Fisheries Branch up to date.

This report contains statements of expenditure and revenue, of the Fishing Bounty transactions, Fisheries Protection Service, Fish Hatcheries, Oyster Culture on the Atlantic and Pacific coasts, Scottish herring curing work in Canada, Bait Freezers, Dogfish Reduction Works, Fish Drying Scheme, and the several reports of the District Fishery Inspectors in the different provinces. Appended to the report will be found, as usual, two special articles by Professor Edward E. Prince, Dominion Commissioner of Fisheries, upon 'How to establish a Trout Pond', and 'The Pacific Fishing Industries of Canada.'

The appendices referred to above, follow in order:-

Nos. 1. Fishing Bounties.
2. British Columbia Fisheries.
3. Alberta "
4. Saskatchewan "
5. Manitoba "
6. Ontario "
7. Quebec "
8. Prince Edward Island Fisheries.
9. New Brunswick "
10. Nova Scotia "
11. Fish Culture Operations.
12. Bait Cold Storage.
13. Fisheries Expenditure and Revenue.

British Columbia Fisheries Commission, 1905-06.

The members of the British Columbia Fisheries Commission, appointed by Order in Council, approved by His Excellency the Governor General on July 22, 1905, continued their work during the salmon fishing season of the present year.

By the order appointing them they were empowered to hold conferences with the authorized United States representatives, in the state of Washington, with a view to reaching some common ground of action, and formulating some mutual fishing regulations for the contiguous Pacific waters of both countries. They were instructed to visit the centres of the salmon industry and the various fishing localities on both sides of the international line. They were also instructed to take evidence at public sittings in British Columbia and make such inquiries and investigations as appeared necessary in order to make such report and recommendations as would enable the Minister of Marine and Fisheries to submit to the government for sanction regulations which will best preserve, protect and develop the fishing industries of British Columbia.

When on June 6th, 1905, the late Minister of Marine and Fisheries (Hon. Raymond Préfontaine) informed the Hon. the Governor of Washington State, by letter, that a B.C. Fishery Commission was about to be appointed to thoroughly investigate the salmon and other fisheries of the Pacific waters of Canada, he called attention to the fact that 'the interest of the salmon fisheries of Washington State are bound up with those of the Fraser river, and adjacent waters of British Columbia' and it therefore appeared desirable that conferences or joint sittings should be held of the Canadian Commmissioners and a commission representing the state of Washington. 'No doubt you are aware' added the late minister in his letter 'of the widespread feeling that some such mutual conferences should be held, with a view to the formulation of joint fishery regulations for the contiguous waters of the Straits of Georgia, Puget Sound, and the Strait of Juan de Fuca.' In his reply, dated Olympia, June 13th, 1905, the governor (the Hon. Albert E. Meade) stated that he would immediately appoint a commission 'consisting of the Fish and Game Commissioner of sthe tate and three other gentlemen familiar with the fishing industry which commission will be pleased to sit with the Canadian Commission alone or in connection with commissioners named by other northern boundary States' and he promised to forward the names of the commissioners, when appointed, 'to the end that an immediate place and date of meeting may be arranged at the earliest possible moment.' Subsequently other commissioners were added making the total number seven, namely :—

Mr. T. J. Gorman, Seattle, Chairman.
Mr. E. B. Deming, Bellingham.
Mr. J. C. Kerr, Seattle.
Mr. E. E. Ainsworth, Seattle.
Mr. Frank Wright, Bellingham.
Mr. A. H. Woolard, Bellingham.
Capt. Riesland, State Fish Commissioner.

The British Columbia Commission consists, it may be added of the following members :—

Professor E. E. Prince F.R.S.C., F.L.S. &c., Ottawa, Chairman.
Mr. Campbell Sweeny, Vancouver.
Mr. John C. Brown, New Westminster.
Mr. Richard Hall, M.P.P., Victoria.
Rev. George W. Taylor, F.R.S.C., F.L.S., &c., Wellington.
Mr. J. P. Babcock, Provincial Fishery Commissioner, Victoria.

The duties of Secretary of the Commission have been performed by Mr. J. Charles McIntosh, barrister-at-law, Victoria, B.C.

As empowered by the Order in Council (July 22, 1905) appointing them Commissioners, and as directed by the instructions appended to the said Order in Council, they have, in addition to sittings for the taking of evidence, and visits to the various fishing grounds in all parts of the coast, besides numerous private executive sittings, held 'conferences with United States' representatives in Washington State, and made visits to selected centres and to fishing grounds on both sides of the International Line.' At these conferences the Canadian Commissioners thoroughly and exhaustively discussed the question involved, so that the Canadian contentions were throughly elucidated.

To briefly summarize the commission's proceedings it may be stated that, after preliminary executive sitting in Victoria on Sept. 19th and 20th, 1905, and the appointment of committees, one to investigate the herring fishery, especially near Nanaimo, the other to inquire into and report upon suggested topographical limits to be defined for fishing salmon in the Fraser river, an adjournment was made until November. On Nov. 10th and 11th, 1905, the British Columbia Commissioners met the Washington Special Commission, in Seattle, and held a lengthy preliminary discussion on the more important points arising in connection with the sockeye fishery in the Fraser river and the contiguous waters of the Straits of Georgia, Puget Sound, and the Straits of Juan de Fuca.

As public sittings had, up to that period, not been held by the British Columbia Commissioners and no evidence had been taken, and as the Washington State representatives had not formulated their views or drawn up any suggestions for a code of mutual fishery regulations; it was agreed to adjourn to meet at some future convenient date, with the understanding that statistical and other information should be prepared by both commissions, and certain reports and documents mutually furnished by one commission to the other.

At the conclusion of the Seattle Conference, the chairman of the Washington Special Commission (Mr. T. J. Gorman) said. 'We believe that a great deal of good has been accomplished in the meetings. We feel with the provisions made for data to be furnished at the future conference to be held, that we can without difficulty arrive at a satisfactory conclusion in regard to the matters in which we are all so much interested.'

Further executive sessions were held in November, as well as public sessions at which 112 witnesses were heard and a large mass of valuable testimony was received.

The adjourned sittings were resumed in Vancouver on June 20, when arrangements were completed for making a tour of the United States traps and canneries in Puget Sound and the trap-nets in British Columbia waters west of Discovery Island, near Victoria. This tour in company with the members of the Washington Special Fishery Commission, from Bellingham tc Anacortes, and by Rosario straits to Point Roberts and Blaine, yielded much valuable information, and the visit immediately thereafter to the British Columbia traps in Fuca straits put the British Columbia commission in possession of the actual facts relating to the fishing localities and fishing operations. During this tour it was arranged that the further proposed international conference should be held in Vancouver on September 19. At this conference, in the Board of Trade rooms, Vancouver, the members of the British Columbia commission made a formulated statement of views and recommendations which a majority of the commissioners felt prepared to adopt, providing that Washington special Fishery Commission had some adequate recommendations to make to the Washington State legislature with a view to the mutual preservation of the sockeye salmon supply in contiguous waters. The main contention of the Washington State representatives was that a weekly close time for sockeyes of 36 hours in their waters is rendered ineffective, owing to the alleged excessive gill-netting carried on in the Fraser river above New Westminster Bridge (that is to say, between New Westminster Bridge and Mission Bridge, a distance of 38 miles). The Washington special Fishery Commission stated their willingness, as far as they are able, to secure the continuance of the 36 hours close time, each week, in their waters, if all gill-netting for sockeyes be prohibited in the Fraser river, between the two bridges named. Such a prohibition, it is contended, would ensure the preservation, and possibly, the increase of the supply of sockeye salmon in the Fraser river. At this second international conference held on September 19, in the Board of Trade rooms, Vancouver, a final interchange of views took place with the result that mutual conclusions were arrived at. These conclusions of the Washington State commission will be embodied in their report which, it is expected, will be laid before the State legislature when it assembles in Olympia about the middle of December. The recommendation of the British Columbia Fishery commission are tabulated in an interim report forwarded to Ottawa early in October. It includes a minority report on points upon which the commission was unable to come to a unanimous decision.

A considerable amount of work still remains for the British Columbia Commissioners to complete ; but it is possible that a full and final report including a revised code of suggested fishery regulations for the province of British Columbia will be prepared during the winter and after full discussion will be presented in due course, when the work of the commission will then come to an end.

GEORGIAN BAY FISHERY COMMISSION.

During the year 1906 the further sittings of the commission, referred to in last year's report, have been held, two of the commissioners (Mr. John Birnie, K.C., and Mr. J.J. Noble) carrying on the work most assiduously in spite of the absence of the chairman (Professor Prince) who was closely engaged with important fishery duties on the Pacific coast.

In February, Mr. Birnie attended in Ottawa and, with Professor Prince, reviewed most of the evidence with a view to the compilation of an Interim Report, and later Mr. Noble also discussed in the office of the Commissioner of Fisheries, some of the more salient points.

On March 13th, the commission met in Toronto and took a large amount of important evidence largely referring to the decrease in the game fish of Georgian bay. At the second day's sitting on March 14th, still further evidence was taken, and after a third sitting on March 15th, the commission adjourned to meet in Collingwood on the 17th and 19th of March. Unfortunately, owing to serious indisposition, Mr. Noble was not present at the Toronto or Collingwood sittings. Later in the year the commissioners, with the exception of the chairman, continued there tour of the Georgian bay fishing localities, and took evidence from Midland on July 24th, to Kagawong early in September. There still remain to be visited Spanish river, Cutler, Algoma Mills, Blind river, Thessalon, and Sault St. Marie, and strong representations have been made that evidence should be heard from fishermen further south including Windsor, and other St. Clair and Detroit river points. The commissioners feel that, in order to satisfactorily settle the very important questions which have been laid before them by the fishermen, fish-merchants, anglers and others, they will require to extend their investigations. They will thus be enabled to present a far more satifactory and conclusive report, and make recommendations likely to assist the Hon. the Minister in his decision upon the matters in controversy.

MARINE BIOLOGICAL STATION.

The Marine Biological Station has passed a second year at Gaspe and has continued the important fishery investigations commenced in 1905.

Dr. Stafford again acted as curator and pursued his researches into vertebrate and invertebrate life in the waters off Gaspe. He will add considerably to his faunistic results, and as these afford insight into the nature and location of the food, which attracts the marketable fishes to their recognized haunts, interesting reports will be made in due course. Professor Knight, who has made so many contributions to fishery knowledge of the highest practical importance, carried on some experiments as to the comparative merits of frozen and of fresh bait. The conclusions, drawn from these experiments, will be published, and will be of unique interest, as the matter is one upon which the opinions of practical men all along the Atlantic coast are divided. Amongst the staff of workers, were several distinquished students and assistants from McGill, Toronto, and other universities.

The question of deciding upon a permanent site for the Biological Station was discussed at the meetings of the board of management in Ottawa in January and in May and a committee was appointed to examine a number of localities in the maritime provinces and report to the next board meeting.

The suggestion for a British Columbia Biological Station, at some suitable place on Vancouver Island has been before the board, and was urged by the Rev. G. W. Taylor F.R.S.C., of Wellington, near Nanaimo. Inasmuch as United States scientific men have actively carried on investigations in the Pacific waters of Canada, and one United States Marine Station has been equipped and has been in operation on the west coast of Vancouver Island, the urgency of immediately commencing Canadian biological investigations in these prolific and unparalleled waters is recognized. The British Columbia Fishery Commission have, it is understood, strongly pressed the matter, and steps should be taken without delay to equip a small station and commence fishery researches early next season. Professor Prince and Rev. Mr. Taylor did some work, under the British Columbia Commission, with most fruitful results.

GEORGIAN BAY BIOLOGICAL STATION.

The staff of this Station, under the skilled guidance of Dr. B. Arthur Bensley has actively carried on its work as in previous seasons. Reports are in preparation, which will probably be published with the fishery investigation results of the Marine Biological tation. The Georgian Bay Commission have not been able to formulate the special researches, which in their opinion would aid them in deciding crucial matters in the waters of Western Ontario. Next season these definite problems will be laid before the staff of the station, and their solution will no doubt follow the exact scientific study which the staff will be able to bestow upon them.

Professor Knight and Professor Prince had arranged to visit the station during the season, under authority of the Biological Board ; but the visit was not possible.

The fine collection of fish specimens formed at the station has been greatly added to, but, for details of the researches reference must be made to the forth coming reports now in preparation.

SCOTCH HERRING CURING EXPERIMENT.

Reference to this important innovation in the Canadian herring industry, will be found in the thirty-seventh annual Department Report, Fisheries, 1904, page lxxxiii, and in the thirty-eighth annual report, Fisheries, pp. xxvii. and cviii.

This experiment has been conducted under the auspices of the department in charge of Mr. J. J. Cowie, of Lossiemouth, Scotland, an expert Scottish fish curer, thoroughly versed in the methods and trade connections, for the past three years.

The facilities provided embrace an up to date steam drifter, built in Great Britain, and brought across the ocean by the department ; gangs of Scotch drift nets, three fishermen, one cooper and six girls. Also imported barrels and salt necessary for the success of the venture in its entirety.

During the first season 1904, the operations were carried on with Canso, Nova Scotia, as a base, both in the spring and fall fishery, and proved in every way satisfactory as demonstrating that the Canadian herring was capable of the same treatment as the Scotch herring ; that the fish itself is equal, if not superior, to those on the other side of the Atlantic, and that the product of the experiment so treated was capable of realizing prices equal to those of the Scotch article in the markets of United States and Russia.

During the year 1904, after the Atlantic herring season terminated, Mr. Cowie, with a portion of his staff, proceeded to Nanaimo, British Columbia, where he demonstrated to those interested in the business on the Pacific coast, the Scottish methods as applicable to the conditions obtaining there.

For the season of 1905, Mr. Cowie's operations so far as the spring fishery was concerned were repeated at Canso, but the fall fishery branch of the experiment was conducted at Yarmouth, and Clarke's Harbour, Shelburne County ; the details of which are described in the Departmental Report of Fisheries for that year. As in the previous year, his field of operations was again removed in the fall to the Pacific Coast.

This season, the efforts of the Department in this respect, have been confined to the Bay des Chaleurs, where the full season, embracing both spring and fall branches, has been carried on with Caraquet, N.B., as a base of operations.

It may be said that hitherto the spring run of herring in these waters has been of no commercial value to the fishermen and handlers of herring, inasmuch as no concerted attempts have been made, since the termination of the fishery articles of the Treaty of Washington, to utilize this branch of the herring fishery in a legitimate business way. The herring at that season having been regarded as of no particular value, such as were taken were devoted principally if not wholly to the fertilization of the land by the local farmers.

The feasibility of the utilization of these fish at highly remunerative prices, has created a most favourable impression among the fishermen on both sides of the Bay des Chaleurs, and their eyes have been opened to great future possibilities in this direction, and good results are expected to accrue immediately. Not only has it been demonstrated that a highly remunerative branch of the fishery has been wholly neglected, but it has been shown that the methods hitherto adopted in the prosecution of the fishery, irrespective of the handling and curing of the fish, have been primitive and only partial in its character. The efforts made by the local fishermen have been confined principally to inshore or local operations, the failure of which having been sufficient to convince the operators of the absence of fish, engendering a corresponding lassitude in their attempts at exploitation.

The spectacle, however, of the Department's steam drifter starting out in the evening to fishing grounds any distance up to 80 miles or so off shore, and returning the following forenoon with a substantial catch of fish, has awakened the fishermen to the fact that the fish are to be found offshore in localities where they have previously not been sought by their methods, although perhaps not to be encountered inshore where their operations have been confined. The Department having decided upon the Bay des Chaleurs as the base of the year's work, in order that nothing should be left undone to make the experiment complete in all its branches. Mr. Cowie and his staff arrived in the county in time to make arrangement for the earliest catches, and the steam drifter which had to winter at Canso, reached the Bay des Chaleurs on the 28th April, but owing to the prevalence of ice, it was found impossible to enter Caraquet Harbour until the 1st May, but fishing operations were further prevented by ice until the 8th of that month.

The staff consisted of a crew of eight men for fishing operations on the steamer, and six girls and one cooper for curing and packing on shore.

The first catch of herring was landed on the 9th May, and from that date forward the spring fishery continued more or less regularly until the 14th June.

The quantity of spring fish taken to that date being 504 barrels and these contrary to the expectations of the local fishermen were taken in deep waters all over the bay, showing the bay to be full of fish.

The spring fish were found to be in good condition up to the middle of May, full of milt and roe and pronounced by Mr. Cowie to be quite equal to the "full" fish taken on the east coasts of England and Scotland.

About that date spawning takes place after which the spring herrings become thin which deterioration renders them practically useless for pickling according to the

Scottish standard, so that of the spring catch, not more than 240 barrels were curable, the balance being taken into the local fishermens' bait freezers, for baiting purposes.

In the beginning of July, while fishing about 40 miles from Miscou Point, and about 25 miles from Gaspé coast, the steamer came upon some fine large fat "Matjes" of which 58 barrels were landed. The "Matje" it may be here explained is a herring without roe or milt, but fat and well flavoured ; in other words, herring which having already shed their spawn, and passed their sick period are feeding and fattening before again filling up with roe or milt. Such fish are cured by a process, which contemplates their immediate consumption during the summer months.

During the remainder of July the herring appeared to be scarce.

On August 8, the first of what is known as the 'fall' run of herring was struck in the Gulf about 12 miles from Miscou, and were caught there in quantities varying from 10 to 16 barrels until about the end of the month, when fish appeared inside the bay and some were taken there up to about the end of September.

For a few nights fair quantities were taken by a fleet of 60 local boats on the inshore grounds. These finished fishing, however, about the first or second week in September, their average catch being about 20 to 30 barrel of fall fish.

The steam drifter ceased operations having caught 272 barrels of fall fish, the whole of which were curable.

Mr. Cowie remarks that the fall catch of the Bay des Chaleurs is comprised of the largest and fattest herring that he has ever seen, and nowhere around the British Isles are herring caught to equal them.

During the month of May visits were made to Bonaventure and Gaspé Counties, where demonstrations in curing were given,the fishermen and others evincing the liveliest interest in the work and apparently appreciating the possibilities of a new industry along these educational lines.

One Caraquet firm has made a start to cure in the Scotch style employing, local girls and having the fish cured on shore in uniform barrels, while others on both sides of the bay are said to be making arrangements for taking advantage of the plentiful spring run of herring next year. To secure the largest quantities of curable spring herring before they have spawned, the fishery ought to begin about April 20, when a full month's fishing of good marketable fish could be secured. At some places on the south shore of the bay the presence of ice would probably prevent so early a start, but the experience of this year is that a sufficiently early beginning could be made on the north shore, where the ice leaves earlier, permitting of full advantage being taken of the spring fishery at its best stage.

This part of the coast, Mr. Cowie believes to be a never failing resort of herring in the spring and fall with the seasons fairly well defined, he considers that a regular herring, curing and exporting business could be built up there similar to that in Scotland.

With only one boat drifting in this extensive area, the chances of striking the schools of fish are comparatively very small, nevertheless what the steamer has done this year, has caused the fishermen of the bay to recognize the advantages of drift net fishing, and that with their own boats fitted for drifting with a fleet of about fifteen nets, herring in quantities could be caught in the deep water, long before they reach the inshore areas, and when they are in the best condition, especially in the fall.

It is interesting to note that towards the end of July, mackerel appeared to be plentiful, about 5,000 being caught by the drifter, which would seem to indicate the possibility of a lucrative mackerel fishery by drift nets in the bay.

The spring fish and 'Matjes' are now in the New York market, and advices of their sale and prices realized have not yet been received.

The fall fish and mackerel are being got ready for shipment.

At the beginning of the present season, the department published a fisheries bulletin, embracing full instructions for the curing and packing of 'Full' and 'Matje' herring, and the construction of barrels in the Scottish method as applicable to the Atlantic provinces of Canada, which will be embraced in Mr. Cowie's report of the season's operations appearing in the supplement to this report.

FISH BREEDING.

The Commissioner of Fisheries presents his annual report on fish culture, and the details covering the past season's operations as conducted at the various fish breeding establishments by this department are included in the reports of the officers connected with this service, and form Appendix No. 11, of this report.

Several new establishments have been operated for the first time and the uniform success of the season's work is a matter of congratulation to all connected with this important branch of the service.

The distribution of the large numbers of young fish from the thirty-two hatcheries now in operation throughout the Dominion is a serious and in many cases very expensive matter. Under the present system of stocking by application, long distances have to be covered by rail and team, and it often occurs that difficult portages are involved. Reference was made in last year's report to the system of stocking by localities and whilst this suggestion has been carried out wherever possible, it is a system that might well be adopted by the department on a more extensive scale.

The rearing-ponds at Lake Lester and the Black Bass ponds on the Bay of Quinte have been operated successfully and the lobster ponds at Fourchu, N. S., under the supervision of Mr. H. E. Baker have again resulted in a successful season's work.

OYSTER CULTURE.

The report of the Department's Oyster Expert for the season of 1906 forms Annex C. to Appendix 11 of this report. Mr. Kemp divided his time between the oyster beds of Prince Edward Island and those of Shediac, N. B.

This officer ends his report with a few extracts from a lecture given by him on the subject of private cultivation of oysters. While briefly stating what has been done in other countries, he surmises what could be performed at home.

GENERAL STATISTICS *RE* FISHERIES.

EXTENT OF COAST.

The fisheries of Canada are the most extensive in the world, extending over our immense sea-coast line, besides our innumerable lakes and rivers.

The Eastern sea coast of the maritime provinces from the Bay of Fundy to the Straits of Belle Isle covers a distance of 5,600 miles, which is more than double that of Great Britain and Ireland.

While the salt water inshore area, not including minor indentations, covers more than fifteen hundred square miles, the fresh water area of that part of the great lakes belonging to Canada is computed at 72,700 square miles, not including the numerous lakes in Manitoba and other western districts all stocked with excellent species of food fish.

FISHERIES EXPENDITURE AND REVENUE.

The statement of the total expenditure for the different services connected with the fisheries of Canada during the last fiscal year will be found in Appendix No. 13 of this report.

The total fisheries expenditure amounts to $968,722 subdivided as follows:

Fisheries proper $155,929, fish culture $209,376, fisheries protection service $249,876, miscellaneous expenditure $194,994, including also $158,546 distributed as fishing bounties.

The net total amount received as revenue from fishing licenses, fines, &c., during the same period in the different provinces of Canada, is given as $98,009. This sum also includes $14,568 received from the United States fishing fleet as *modus virendi* license fees.

A comparative statement of all the fisheries expenditure and revenue for the last fifteen years concludes this appendix.

For fuller details of these different fishery expenditures, see Auditor General's Report under their several headings.

BOUNTIES FOR FISHING.

The deep-sea fishermen of the maritime provinces received the sum of $158,546 as bounties on their respective catches of fish, for the season of 1905.

Of this amount, the owners of 922 fishing vessels and their crews received $71,502. The balance $87,044 was distributed amongst 20,501 boat fishermen.

For the past season the province of Nova Scotia received nearly double the amount of bounty paid to the other three provinces, viz. :—$100,664 ; Quebec, $34,185 ; New Brunswick, $15,379, and Prince Edward Island, $8,317.

Since its inception (1882) the sum of $3,790,685 has been distributed amongst the fishermen of the above named provinces to enable them to better develop their industry.

The regulations governing the payment of such fishing bounties as well as all particulars respecting their distribution form the first appendix of this report.

VALUE OF THE FISHERIES OF CANADA.

The whole catch of fish in our waters by Canadians, including fish products, seals, &c., during the season of 1905, aggregates the large sum of nearly *twenty nine and a half million dollars ;* nearly as much as the total production of both gold and coal in the Dominion, during the same period.

It is a record breaking season, exceeding by over four million dollars the large output of 1901, and by over six million dollars the yield of the previous year, which was considered a very good season.

A glance at the following statements will easily demonstrate where this enormous surplus comes from. The province of British Columbia alone shows the vast increase of over four and a half million dollars.

For the first time in the history of our record, has Nova Scotia been superseded as the banner fish producing province of Canada. Although it shows an increase of nearly one million dollars over the yield of 1904, yet the Pacific province heads the list by $1,600,000.

The following table shows the total value of the fisheries of each province in their respective order of rank with their increases or decreases as compared with 1904 :

Provinces.	Value of Fish.	Increase.	Decrease.
	$	$	$
British Columbia	9,850,216	4,631,109	.....
Nova Scotia	8,259,085	971,986	.....
New Brunswick	4,847,090	176,006	.....
Quebec	2,003,716	252,319	.....
Ontario	1,708,963	.....	84,266
P. E. Island	998,922	.....	78,624
Manitoba Saskatchewan Alberta	1,811,570	94,593	.....
Totals	29,479,562	6,126,013	162,890
Net increase	.....	5,963,123	

With the exception of Prince Edward Island, showing a slight diminution, the other maritime provinces all show substantial improvement as compared with the yield of fish of the previous season.

In fact, the two large increases indicated above come from the extremes of the Dominion separated by three thousand miles, thus proving the immense area from which our piscine wealth is derived.

While the inland waters of the these western or central provinces show an increase of nearly $100,000, consisting chiefly of whitefish pickerel and pike, Ontario has a falling off of about an equal amount.

Notwithstanding the large estimates of fish for domestic consumption in British Columbia, it is said to be far under the immense quantities used by the Indian population of that province as well as that of the Yukon district and other remote parts of the Territories where fish food is a staple article.

The various features in the fisheries of each province are fully explained by our different inspectors in their respective reports, forming appendices from two to ten of this publication, as well as in their preliminary reports herewith.

The following statement shows the relative values of the principal kinds of the commercial fishes (above $100,000) for the year 1905 as compared with those of the previous year.

Kinds of Fish.	Value.	Increase.	Decrease.
	$	$	$
Salmon	8,989,942	5,120,397	
Lobsters	3,906,998	215,847	
Cod	3,421,400	....	222,254
Herring	2,303,485	146,996	
Whitefish	1,051,161	....	7,651
Mackerel	958,223	207,826	
Sardines	878,372	87,931	
Haddock	806,743	167,770	
Pickerel	784,988	146,421	
Trout	735,768	....	46,372
Halibut	616,735	....	167,829
Hake	447,665	84,531	
Smelts	433,147	....	14,432
Pollock	323,032	87,214	
Clams	259,851	54,513	
Pike	227,064	....	25,789
Sturgeon	198,778	....	42,932
Oysters	174,300	....	12,385
Eels	127,708	....	2,236
Alewives	121,640	....	33,976

The quantity of fish used as bait in the season of 1905 is valued at $455,900, and that of fish oil at $259,480.

The fur seal skins secured by the British Columbia hunters during the same period realized $331,152.

In past years, there seemed to have been an apparent struggle between salmon, lobster and cod for first place, but a glance at the above list shows the largest fluctuation ever recorded in our fishery statistics. Owing to the phenomenal catch of salmon in the British Columbia waters, that king fish not only heads the list with an aggregate value of nearly nine million dollars, exceeding the previous output by over five million dollars, but beating the famous record of 1901 by over one million dollars. This year the value of the salmon industry equals the combined productions of lobsters, cod and herring together. While the capture of salmon was considerable in the maritime provinces, the above mentioned extraordinary result is chiefly attributed to the enormous yield of

British Columbia, whose fishermen were expecting a big run, as it was a fourth year and they were not disappointed. At times, the run was so large that canners had to limit the boats to 200 fish each per day, not being able to handle more. The quantity of salmon salted or disposed fresh was also larger than usual. Altogether, no less than eighty one million pounds of salmon were contributed to the industry by the western province during last season.

Not only did the lobster industry again hold its own, but the season of 1905 shows an improvement of nearly a quarter of a million dollars over that of 1904.

This, however, must be ascribed to more remunerative prices received, especially for live lobsters shipped to Boston and neighbouring markets, as the pack of last season was less than the previous one, being given at about ten million and a half lb. cans, while there was 43,000 cwt. more of crustaceans disposed of in the shell than in 1904.

Lobsters were reported more plentiful in the waters in the proximity of the hatcheries of a few years' existence, but they were of a smaller size.

Of the twenty species whose value exceed the $100,000, the two most noticeable shortages are in cod and halibut, while the others are of minor importance. The other branch of the cod family as haddock, hake and pollock show fair improvement. Mackerel and herring also yielded much in excess of the previous season.

Of the fresh water species, pickerel alone shows a surplus yield, while whitefish, trout, pike and sturgeon have fallen off.

From the year 1869 to 1905 inclusive, the five principal commercial sea fishes have yielded the following values to the industry :

Cod	$136,043,567
Salmon	90,933,459
Lobsters	79,868,626
Herring	72,565,569
Mackerel	46,047,244

EXPORT OF FISH.

During the last fiscal year, the fish and fish products including marine animals exported from Canada to foreign countries, chiefly to the United States and Great Britain, amounted to $16,040,000, being an increase of over five million dollars over the previous export. This surplus export corresponds well with the increased production.

RECAPITULATION.

Of the Yield and Value of the Fisheries of the Dominion of Canada for the Year 1905.

Number.	Kinds of Fish.		Quantity.	Value.	Total.
				$	$
1	Cod, dried	Cwt.	738,637	3,323,866	
	" fresh or green	Lb.	1,876,600	81,264	
	" tongues and sounds	Brls.	1,627	16,270	
					3,421,400
2	Haddock, dried	Cwt.	99,788	299,364	
	" fresh	Lb.	11,520,134	345,604	
	" smoked (finnan haddies)	"	2,696,250	161,775	
					806,743
3	Hake, dried	Cwt.	173,694	390,813	
	" sounds	Lb.	113,705	56,852	
					447,665
4	Pollock	Cwt.	161,516	....	323,032
5	Tom cod or frost fish	Lb.	2,542,200	....	80,301
6	Halibut	"	10,618,062	....	616,735
7	Flounders	"	1,346,774	....	45,583
8	Salmon, preserved in cans	"	56,016,511	6,623.600	
	" fresh	"	11,695,089	1,482,371	
	" smoked	"	465,230	48,446	
	" pickled or dry salted	"	16,653,200	835,525	
					8,989,942
9	Trout (all kinds)	"	8,288,878	....	735,768
10	Ouananiche	"	11,000	....	1,100
11	Whitefish	"	14,548,310	....	1,051,161
12	Smelts	"	8,662,950	....	433,147
13	Oulachons	"	989,500	....	49,950
14	Herring, salted	Brls.	301,740	1,382,509	
	" fresh	Lb.	18,949,040	542,702	
	" smoked	"	16,335,080	341,394	
	" kippered	"	368,800	36,880	
					2,303,485
15	Sardines, preserved in	Cans.	3,672,000	183,600	
	" fresh or salted	Brls.	343,756	694,772	
					878,372
16	Shad, fresh or salted	Lb.	1,253,150	....	63,197
17	Alewives	Brls.	30,410	....	121,640
18	Pike	Lb.	6,337,860	....	227,064
19	Maskinongé	"	7,270	....	727
20	Eels, salted	Brls.	7,743	77,430	
	" fresh or smoked	Lb.	837,960	50,278	
					127,708
21	Perch	"	1,121,100	....	37,591
22	Pickerel	"	10,966,825	....	784,988
23	Bass (achigan)	"	46,200	4,620	
	" (striped or sea)	"	190,330	19,033	
					23,653
24	Mackerel, salted	Brls.	40,409	606,135	
	" fresh	Lb.	2,934,068	352,088	
					958,223
25	Sturgeon	"	1,478,595	144,976	
	" caviare	"	58,800	53,802	
					198,778
26	Lobsters, canned	"	10,497,624	2,624,406	
	" fresh or alive	Cwt.	154,014	1,282,592	
					3,906,998
27	Oysters	Brls.	34,449	....	174,300
28	Clams, quahaugs and other shell fish	"	....	....	269,851
29	Squid	"	23,246	....	92,984
30	Coarse and mixed fish	"	94,825	189,9 0	
	" "	Lb.	19,888,700	668,534	
					858,514

RECAPITULATION

Of the Yield and Value of the Fisheries of the Dominion, &c.—*Concluded.*

Number.	Kinds of Fish.		Quantity.	Value.	Total.
				$	$
31	Dulse	Lb.	119,500	....	7,170
32	Fur seals skins in B. C.	No.	13,798	....	331,152
33	Hair seals skins	"	16,427	....	16,791
34	Beluga or white whale skins	"	201	....	804
	Fish used as bait	Brls.	303,948	....	455,921
	" " fertilizer	"	728,715	....	387,644
	Fish oil	Galls.	837,005	....	259,480
	Total for 1905			....	29,479,562
	" 1904		....	....	23,516,439
	Increase		....	....	5,963,123

RECAPITU

SHOWING the whole production of the Fisheries in the

Number.	Kinds of Fish.		British Columbia.		Nova Scotia.		New
			Quantity.	Value.	Quantity.	Value.	Quantity.
				$		$	
1	Cod, dried	Cwt.			482,533	2,171,399	77,146
	" fresh or green	Lb.	668,500	37,110	417,000	12,510	390,000
	" tongues and sounds	Brls.			951	9,510	290
2	Haddock, dried	Cwt.			92,155	276,465	3,965
	" fresh	Lb.			10,328,334	309,850	1,128,500
	" smoked (finnan haddies)	"			2,632,350	157,941	63,900
3	Hake, dried	Cwt.			132,942	299,119	33,470
	" sounds	Lb.			65,755	32,878	31,850
4	Pollock	Cwt.			138,935	277,870	22,581
5	Tom cod or frost fish	Lb.			315,400	13,497	2,010,200
6	Halibut	"	8,901,400	445,070	1,477,415	147,741	132,160
7	Flounders	"			806,674	29,380	538,100
8	Salmon, preserved in cans	"	56,005,456	6,621,942	6,755	1,013	4,300
	" fresh	"	8,456,960	837,241	549,002	109,800	1,597,680
	" smoked	"	446,000	44,600	11,730	2,346	7,500
	" pickled and dry salted	"	16,538,600	826,930			
9	Trout (all kinds)	"	468,500	46,850	164,085	16,409	231,000
10	Ouananiche	"					
11	Whitefish	"					8,600
12	Smelts	"	391,800	19,590	566,880	28,344	6,688,700
13	Oulachons	"	989,500	49,950			
14	Herring, salted	Brls.			77,940	350,730	176,120
	" fresh	Lb.	4,495,500	224,775	5,055,240	50,552	2,923,000
	" smoked	"	183,650	18,365	1,257,230	25,145	14,337,200
	" kippered	"					368,800
15	Sardines, preserved in	Cans.					3,672,000
	" fresh or salted	Brls.					336,496
16	Shad	"		750	1,070	10,700	4,851
17	Alewives	"			10,292	41,168	19,383
18	Pike	Lb.					
19	Maskinongé	"					
20	Eels, salted	Brls.			3,232	32,320	3,231
	" fresh	Lb.					
21	Perch	"					
22	Pickerel	"					108,500
23	Bass, achigan	"					
	" striped or sea	"			27,520	2,752	155,450
24	Mackerel, salted	Brls.			32,660	489,900	280
	" fresh	Lb.			2,559,118	307,094	268,500
25	Sturgeon	"	20,000	2,000			9,650
	" caviare and bladders	"					1,000
26	Lobsters, preserved in cans	"			4,917,148	1,229,287	2,249,440
	" alive or fresh	Cwt.			134,961	1,119,467	18,520
27	Oysters	Brls.	1,027	7,190	1,466	7,330	14,300
28	Clams, quahaugs, scollops, &c	"		15,082	15,984	32,216	
29	Squid	"			22,274	89,096	857
30	Coarse and mixed fish	"			83,086	166,172	11,175
	" "	Lb.	4,568,000	228,400		8,050	
31	Fur seal skins in B. C.	No.	13,798	331,152			
32	Hair seal skins	"	5,684	3,363	193	241	116
33	Fish, used as bait	Brls.			81,726	122,589	103,203
34	" used as fertilizer	"		26,160	400,953	200,477	203,260
35	Fish oil	Galls.	184,390	63,696	259,091	77,727	58,382
	Total			9,850,216		8,259,085	

LATION.

different Provinces of Canada for the year 1905.

Brunswick.	Quebec.		Ontario.		P. E. Island.		Manitoba and N. W. Territories.		Number.
Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
$		$		$		$		$	
347,157	160,594	722,673	....	... ...	18,364	82,638	... .	... .	
15,600	401,100	16,044	....	....	....	....	....	....	1
2,900	153	1,530	....	....	233	2,330	....	....	
11,895	2,972	8,916	....	....	696	2,088	....	....	
33,855	43,000	1,290	....	....	20,300	609	....	....	2
3,834	....	....	....	....	....	....	....	....	
75,307	275	618	....	....	7,007	15,766	....	....	
15,925	....	....	....	....	16,100	8,050	....	....	3
45,162	....	....	....	....	....	....	....	....	4
60,306	211,600	6,348	....	....	5,000	150	....	....	5
13,216	107,087	10,708	....	....	....	....	....	....	6
16,143	....	....	....	....	2,000	60	....	....	7
645	....	....	....	....	....	....	....	....	
319,536	1,072,447	211,994	....	....	19,000	3,800	....	....	
1,500	....	....	....	....	....	....	....	....	8
....	114,600	8,595	....	....	....	....	....	....	
23,100	238,843	23,884	7,060,050	617,085	21,400	2,140	105,000	6,300	9
....	11,000	1,100	....	....	....	....	....	....	10
1,290	61,490	6,149	2,974,220	289,582	....	....	11,504,000	754,140	11
334,435	231,950	11,597	....	....	783,620	39,181	....	....	12
....	....	....	....	....	....	....	....	....	13
792,540	31,148	140,166	4,487	44,870	12,045	54,203	....	....	
29,230	1,446,500	14,465	4,334,800	216,740	694,000	6,940	....	....	14
286,744	555,500	11,110	....	....	1,500	30	....	....	
36,880	....	....	....	....	....	....	....	....	
183,600	....	....	....	....	....	....	....	....	
672.992	7,260	21,780	....	....	....	....	....	....	15
48,510	....	3,237	....	....	....	....	....	....	16
77,532	....	....	....	....	735	2,940	....	....	17
....	158,960	7,948	1,479,990	59,196	....	....	4,699,000	159,920	18
....	7,270	727	....	....	....	....	....	....	19
32,310	208	2,080	....	....	1,072	10,720	....	....	
....	817,810	49,069	20,150	1,209	....	....	....	....	20
....	166,900	8,345	800,200	24,006	....	....	154,000	5,240	21
7,595	168,885	16,624	3,236,940	323,694	....	....	7,452,500	437,075	22
....	46,200	4,620	....	....	....	....	....	....	
15,545	7,360	736	....	....	....	....	....	....	23
4,200	5,072	76,080	....	....	2,397	35,955	....	....	
32,220	15,750	1,890	....	....	90,700	10,884	....	....	24
772	116,595	6,996	401,350	32,108	....	....	931,000	93,100	
900	....	....	17,100	12,202	....	....	40,700	40,700	25
562,360	1,148,412	287,103	....	....	2,182,624	545,656	....	....	
159,760	183	915	....	....	350	2,450	....	....	26
71,500	....	....	....	....	17,656	88,280	....	....	27
203,052	125	250	....	....	....	19,250	....	....	28
3,428	....	....	....	....	115	460	....	....	29
22,350	....	....	....	....	564	1,458	....	....	
....	1,177,200	28,718	2,317,500	88,271	....	....	11,826.000	315,095	30
....	....	....	....	....	....	....	....	....	31
145	† 10,434	13,042	....	....	....	....	....	....	32
154,804	81,055	121,582	....	....	37,964	56,946	....	....	33
101,630	112,812	56,406	....	....	2,970	2.970	....	....	34
* 17,515	325,247	97,574	....	....	9,895	2,968	....	....	35
4,847,090	....	2,003,716	....	1,708,963	....	998,922	....	1,811,570	

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* Add $7,170, value of Dulse in Charlotte Co.

† Add 201 belugas or white whale skins, $804.

RECAPITULATION showing the Total Value of the Fisheries in the respective Provinces of Canada, from 1870 to 1905 inclusive, as compiled from the Annual Reports of the Department of Fisheries.

Year.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Quebec.	Ontario.	British Columbia.	Manitoba and Northwest Territories.	Total for Canada.
	$	$	$	$	$	$	$	$
1870	4,019,425	1,131,433	No data.	1,161,551	264,982	No data.	No data.	6,577,391
1871	5,101,030	1,185,033	"	1,093,612	193,524	"	"	7,573,199
1872	6,016,835	1,965,459	"	1,320,189	267,633	"	"	9,570,116
1873	6,577,085	2,285,662	207,595	1,391,564	293,091	"	"	10,754,997
1874	6,652,302	2,685,794	288,863	1,608,660	446,267	"	"	11,681,886
1875	5,573,851	2,427,654	298,927	1,596,759	453,194	"	"	10,350,385
1876	6,029,050	1,953,389	494,967	2,097,668	437,229	104,697	"	11,117,000
1877	5,527,858	2,133,237	763,036	2,560,147	438,223	583,433	"	12,005,934
1878	6,131,600	2,305,790	840,344	2,664,055	348,122	925,767	"	13,215,678
1879	5,752,937	2,551,722	1,102,301	2,820,395	367,133	631,766	"	13,529,254
1880	6,291,061	2,744,447	1,675,089	2,631,556	444,491	713,335	"	14,499,979
1881	6,214,782	2,930,904	1,955,290	2,751,962	509,903	1,454,321	"	15,817,162
1882	7,131,418	3,192,339	1,855,687	1,976,516	825,457	1,842,675	"	16,824,092
1883	7,689,374	3,185,674	1,272,468	2,138,997	1,027,033	1,644,646	"	16,958,192
1884	8,763,779	3,730,454	1,085,619	1,694,561	1,133,724	1,358,267	"	17,766,404
1885	8,283,922	4,005,431	1,293,430	1,719,460	1,342,692	1,078,038	"	17,722,973
1886	8,415,362	4,180,227	1,141,991	1,741,382	1,435,998	1,577,348	186,980	18,679,288
1887	8,379,782	3,559,507	1,037,426	1,773,567	1,531,850	1,974,887	129,084	18,386,103
1888	7,817,030	2,941,863	876,862	1,860,012	1,839,869	1,902,195	180,677	17,418,510
1889	6,346,722	3,067,039	886,430	1,876,194	1,963,123	3,348,067	167,679	17,655,256
1890	6,636,444	2,699,055	1,041,109	1,615,119	2,009,637	3,481,432	232,104	17,714,902
1891	7,011,300	3,571,050	1,238,733	2,008,678	1,806,389	3,008,755	332,969	18,977,878
1892	6,340,724	3,203,922	1,179,856	2,236,732	2,042,198	2,849,483	1,088,254	18,941,171
1893	6,407,279	3,746,121	1,133,368	2,218,905	1,694,930	4,443,963	1,042,093	20,686,661
1894	6,547,387	4,351,526	1,119,738	2,303,386	1,659,968	3,950,478	787,087	20,719,573
1895	6,213 131	4,403,158	976,836	1,867,920	1,584,473	4,401,354	752,466	20,199,338
1896	6,070,895	4,799,423	976,126	2,025,754	1,605,674	4,183,999	745,543	20,407,425
1897	8,090,346	3,934,135	954,949	1,737,011	1,289,822	6,138.865	638,416	22,783,546
1898	7,226,034	3,849,357	1,070,202	1,761,440	1,433,632	3,713,101	613,355	19,667,121
1899	7,347,604	4,119,891	1,043,645	1,953,134	1,590,447	5,214,074	622,911	21,891,706
1900	7,809,152	3,769,742	1,059,193	1,989,279	1,333,294	4,878.820	718,159	21,557,639
1901	7,989,548	4,193,264	1,050,623	2,174,459	1,428,078	7,942,771	958,410	25,737,153
1902	7,351,753	3,912,514	887,024	2,059,175	1,265,706	5,284,824	1,198,437	21,959,433
1903	7,841,602	4,186,800	1,099,510	2,211,792	1,535,144	4,748,365	1,478,665	23,101,878
1904	7,287,099	4,671,084	1,077,546	1,751,397	1,793,229	5,219,107	1,716,977	23,516,439
1905	8,259,085	4,847,090	998,922	2.003,716	1,708,963	9,850,216	1,811,570	29,479,562
Totals	247,144,588	118,424,200	31,283,705	70,396,704	41,345,122	98,449,049	15,401,836	625,445.224

Capital Invested in the Fishing Industry of Canada, for the Year 1905.

Number of Persons Employed.

During the season of 1905, no less than 82,870 fishermen were engaged in the Canadian fisheries, exclusive of the thousands employed in the lobster packing industry.

While 9,366 sailors manned the 1,384 fishing crafts, no less than 73,500 fishermen used 41,463 boats for the same purpose. Altogether, nearly seven million fathoms of nets were used with many other fishing implements aggregating a capital of nearly thirteen million dollars, that is over half a million more than the previous outlay.

The lobster plant alone is estimated at $1,426,300, comprising the equipment of 723 canneries, dispersed on the coast of the maritime provinces. Of these establishments, Nova Scotia operated 237, New Brunswick 198, Prince Fdward Island 196 and Quebec 92. Besides the packing industry, the shipping of these crustaceans alive or fresh to the New England markets has developed large proportions. For those suitably located, the latter branch of the lobster industry is the more remunerative. Over 14,000 persons found profitable employment in these different establishments, which put on the market about 10½ million lb. of the preserved article, valued at $2,624,400. Including the fresh lobsters, the whole output aggregates a value of $3,907,000, the second of importance on the list of commercial value.

The salmon industry of British Columbia has, in 1905, surpassed any previous record of yield or value in that province. Over eighty million pounds of that fish were put on the market, prepared in different ways as commerce required. Over 17,250 persons found employment in that branch of the fishing industry. These fishermen used about 4,800 fishing boats with over 800,000 fathoms of gill-nets, together valued at over $800,000.

Not including the sealing fleet, (which is still valued at $393,600) the remaining capital invested in canning and other branches of the fisheries industry of this Pacific province is computed at $2,764,545.

Only eighteen of the sealing fleet were hunting seals during the season of 1905. They were manned by 188 white men and 309 Indians. One vessel was lost at sea with its whole crew. The other vessels secured an average of 626 skins each. The skins realized $24 each, an aggregate of $331,150.

RECAPITULATION

Of the value of Fishing Vessels, boats, nets, etc., and of other fixtures in the fisheries of Canada, 1905.

Provinces.	Fishermen.		Vessels.			Boats.		Nets and Seines.		Value of traps and pound-nets, weirs, trawls, &c.	Value of lobster plant.	Approximate value of freezers, fisheries and other fixtures.	Total value.
	Vessels.	Boats.	Number.	Tonnage.	Value.	Number.	Value.	Fathoms.	Value.				
					$		$		$	$	$	$	$
Nova Scotia	5,658	19,704	632	21,369	1,207,517	15,906	379,305	1,838,105	697,000	277,428	645,317	1,155,330	4,361,897
British Columbia	451 †518	17,251	88 ‡37	2,288 2,516	389,492 393,600	4,793	305,780	806,643	524,598	382,825	....	1,161,850	3,158,145
New Brunswick	1,336	12,937	318	5,643	167,300	7,600	258,570	896,390	453,350	371,828	357,371	573,640	2,182,059
Quebec	181	13,186	36	1,434	31,560	7,351	227,023	332,774	193,944	250,060	140,370	295,918	1,138,875
Ontario	652	2,533	*122	2,195	325,675	1,464	120,898	1,978,342	247,973	166,024	....	100,130	960,700
Prince Edward Island	113	3,324	25	490	13,050	1,910	46,656	93,900	36,918	17,752	283,245	20,300	417,951
Manitoba, Saskatchewan and Alberta	457	4,570	*96	2,795	285,640	2,409	35,105	982,080	156,695	9,120	....	174,710	661,270
Totals	9,366	73,505	1,384	41,640	2,813,834	11,463	1,373,337	6,928,231	2,310,508	1,475,037	1,426,303	3,481,878	12,880,897
Grand total	....	82,871	....	....	....	....	....	....	....	....	....	....	....

† Seal hunters. ‡ Sealing fleet. * Mostly tugs.

RECAPITULATION.

STATEMENT of the Lobster industry in Canada during the season of 1905.

Provinces.	Number of persons employed in Canneries.	Plant.					Catch.				
		Number of Canneries.	Value.	Number of Traps.	Value.	Total value of Plant.	Number of Cans.	Value.	Fresh or Alive.	Value.	Total value of whole catch.
			$		$	$	lbs.	$	Cwt.	$	$
Nova Scotia	5,420	237	193,010	591,770	452,307	645,317	4,917,148	1,229,287	134,961	1,119,467	2,348,754
New Brunswick	5,133	198	110,600	269,275	246,771	357,371	2,249,440	562,360	18,520	159,760	722,120
Prince Edward Island	2,083	196	102,235	283,960	181,010	283,245	2,182,624	545,656	350	2,450	548,106
Quebec	1,401	92	72,805	94,645	67,565	140,370	1,148,412	287,103	183	915	288,018
Totals	14,037	723	478,650	1,239,650	947,653	1,426,303	10,497,624	2,624,406	154,014	1,282,592	3,906,998

COMPARATIVE TABLE showing Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries of Canada, together with the Value of Fishing Materials employed, from 1880 to 1905.

Year.	Vessels.			Boats.		Value of Nets and Seines.	Value of other Fishing Material.	Total of Capital Invested.
	No.	Tonnage.	Value.	No.	Value.			
			$		$	$	$	$
1880.......	1,181	45,323	1,814,688	25,266	716,352	985,978	419,564	3,936,582
1881........	1,120	48,389	1,765,870	26,108	696,710	970,617	679,852	4,113,049
1882.........	1,140	42,845	1,749,717	26,747	833,137	1,351,193	823,938	4,757,985
1883.........	1,198	48,106	2,023,045	25,825	783,186	1,243,366	1,070.930	5,120,527
1884.......	1,182	42,747	1,866,711	24,287	741,727	1,191,579	1,224,646	5,014,663
1885.......	1,177	48,728	2,021,633	28,472	852,257	1,219,284	2,604,285	6,697,459
886.......	1,133	44,605	1,890,411	28,187	850,545	1,263,152	2,720,187	6,814,295
887.........	1,168	44,845	1,989.840	28,092	875,316	1,499,328	2.384,356	6,748,840
888........	1,137	33,247	2,017,558	27,384	859,953	1,594.992	2,390,502	6,863,005
889.......	1,100	44,936	2,064,918	29,555	965,010	1,591,085	2,149,138	6,770,151
890........	1,069	43,084	2,152,790	29,803	924,346	1,695,358	2,600,147	7.372,641
1891.....	1,027	39,377	2,125,355	30,438	1,007,815	1,644.892	2,598,124	7,376,186
1892.........	988	37,205	2,112,875	30,513	1,041,972	1,475,043	3,017,945	7,647,835
1893.........	1,104	40,096	2,246,373	31,508	955,109	1.637,707	3,174,404	8,681,557
1894.........	1,178	41,768	2,409,029	34,102	1,009,189	1,921,352	4,099,546	9,439,116
1895.......	1,121	37,829	2,318,290	34,268	1,014,057	1,713,190	4,208,311	9,253,848
1896........	1,217	42,447	2,041,130	35,398	1,110,920	2,146,934	4,527,267	9,826,251
1897......	1,184	40,679	1,701,239	37,693	1,128,682	1,955,304	4,585,569	9,370,794
1898.........	1,154	38,011	1,707,180	38,675	1,136,943	2,075,928	4,940,046	9,860,097
1899.........	1,178	38,508	1,716,973	38,538	1,195,856	2,162,876	5,074,135	10,149,840
1900.......	1,212	41,307	1,940,329	38,930	1,248,171	2,405,860	5,395,765	10,990,125
1901.......	1,231	40.358	2,417,680	38,186	1,212,297	2,312,187	5,549,136	11,491,300
1902......	1,296	49,888	2,620,661	41,667	1,199,598	2,103,621	5,382,079	11,305,959
1903......	1,343	42,712	2,755,150	40.943	1,338,003	2,305,444	5,842,857	12,241,454
1904.......	1,316	43,025	2,592,527	41,938	1,376,165	2,189,666	6,198,584	12,356.942
1905.........	1,384	41,640	2,813,834	41,463	1,373.337	2,310,508	6,383,218	12,880,897

COMPARATIVE TABLE showing the number of men employed in the Fishing Industry since 1880.

YEAR.	Number of Persons in Lobster Canneries.	Number of Men in Vessels.	Number of Men in Boats.	Total Number of Fishermen.	Total Number of Persons in Fishing Industry.
1880	....	8,757	51,900	60,657	
1881	....	8,359	50,679	59,056	
1882	....	8,498	52,785	61,283	
1883	....	9,966	52,259	62,225	
1884	....	9,968	51,854	61,822	
1885	....	9,539	53,282	62,821	
1886	....	8,927	53,073	62,000	
1887	....	8,911	55,247	64,158	
1888	....	9,574	53,109	62,683	
1889	....	9,621	55,382	65,003	
1890	....	8,726	55,000	63,726	
1891	....	8,666	56,909	65,575	
1892	....	8,330	55,348	63,678	
1893	....	8,899	58,854	67,753	
1894	....	9,525	61,194	70,719	
1895	13,030	9,804	61,530	71,334	84,364
1896	14,175	9,735	65,502	75,237	89,412
1897	15,165	8,879	70,080	78,959	94,124
1898	16,548	8,657	72,877	81,534	98,082
1899	18,708	8,970	70,893	79,893	98,601
1900	18,205	9,205	71,859	81,064	99,269
1901	15,315	9,148	69,142	78,290	93,605
1902	13,563	9,123	68,678	77,801	91,364
1903	14,018	9,304	69,830	79,134	93,152
1904	13,981	9,236	68,109	77,345	91,326
1905	14,037	9,366	73,505	82,871	96,908

FISHING SEASON OF 1906.

PRELIMINARY REPORTS OF THE INSPECTORS OF FISHERIES IN THEIR RESPECTIVE DISTRICTS.

GENERAL REMARKS.

As the fishery statistics published every year are always a few months old, it has been customary to request all our inspectors of fisheries to briefly summarize the prospects of the current fishing operations as well. This year, owing to an early session of parliament and consequent early preparation of our report, the usual request comes to them three months before the end of the season, hence their data cannot be expected to be as reliable as formerly. However, a glance at the following reports from the different parts of the Dominion will give interested parties a fair idea of coming results.

From a point of view of establishing comparisons, it is almost regrettable that the total value of the 1905 fisheries, just published, soared so high above all previous records, as no doubt, it will be years again before such an aggregate is reached permanently. *(Nearly thirty million dollars)*.

While to the phenomenal pack of sockeye salmon was due the enormous surplus of last year, to the shortage of the same British Columbia industry may be ascribed the large decrease in perspective for the current season.

The other branches of the fishing industry there, will be as good, in fact, halibut is reported even better than in 1905. The same may be said of the herring business which is extending in different branches.

The whaling station in Barclay Sound will prove a successful venture.

In the maritime provinces one fluctuation will make up for another, and the general result will be as satisfactory as in 1905. Salmon seem to have been plentiful almost on every part of the coast. The yield of the cod family will also generally prove as productive as the previous one. Prices for this staple article continued to be remunerative, much above the rates adopted for our statistical statements. The lobster industry will fall short of 1905, especially in Cape Breton, but in the Northumberland straits the packing will be as large as ever. Herring, especially for sardine purposes, was almost a failure in the Bay of Fundy. This will make a big contrast coming after the large catch of last year.

Dogfish has not yet abandoned its usual summer resorts, although they were less numerous than in former seasons.

The above remarks in the maritime provinces might embrace the gulf division of Quebec, where nearly all kinds of fishing are reported fairly satisfactory, excepting perhaps the lobster industry. Salmon and cod were abundant, some of the latter were reported caught as far up as Rimouski, quite an unusual event.

It is hoped that the inland western waters east of the rockies will at least maintain an equal production to that of the past few years. As civilization advances in the west there is more demand for fish food. With proper protection and due limitation to real domestic fishing, these waters might supply such food for years to come. With increased means of transportation, the temptation for commercial ventures will exist in fishing as in other pursuits.

NOVA SCOTIA.

Inspector A. C. Bertram, of Cape Breton, says that while some of the commercial branches have been exceptionally poor, others will yield an average, and that of salmon more than the previous one.

Taking the whole industry, the result of this year's operations will be a considerable decrease in the total value.

The lobster fishery, the first branch of the fishery prosecuted in the season, and an important one, not only to fishermen, but to others employed in canneries, was a failure this summer. The spring herring fishery, an important fishery also, as spring herring are used largely for bait by not only local fishermen, but foreigners as well, was below the average.

The cod fishery gave good results early in the season, but after the arrival of dogfish early in July and scarcity of bait, this branch of the fishery became so discouraging to fishermen that hundreds of young men abandoned fishing and left their homes for either Western Canada, the coal mining districts of Cape Breton, or the Maine (U.S.) woods.

The salmon fishery was unusually good, particularly in the Northern waters of the county of Inverness. Besides exceptionally good salmon net fishing, the principal rivers became well supplied, and in the famous Margaree, anglers have done better than in any of the past twenty years.

Fishermen are preparing to vigorously prosecute the fall mackerel fishery, and more especially the fishermen of Inverness County. About the third week of September, mackerel appeared in large numbers, and some boats have already done well. Last fall the mackerel schools passed from the north bay southward on the northern part of the island through the Strait of Canso, instead of as formerly on the eastern side of the island. The result was immense catches by the fishermen of Inverness, and a poor mackerel fishery by the fishermen on the south eastern side of the island.

Although the fishery for this year has not been good, there will be little or no distress during the coming winter, on account of the excellent crops of this year.

Inspector R. Hockin of District No. 2, N.S., reports as follows:—From the reports received from the local officers it is estimated that the total yield will fall short of that of last year—about fifteen per cent.

The returns from the cod, haddock, hake and pollock fisheries are expected to be considerably short of last year.

The yield of the halibut fishery will be nearly the same, and the same may be said of the mackerel.

The herring, however, have been in abundance, and more have been taken than for several years.

The lobster fishery will yield about 10 per cent short of last year, partly owing to boisterous weather on the Atlantic coast during the fishery season.

Salmon will show a larger catch than for many years.

More shad have been taken this year than for a number of years.

The gaspereau fishery on the Atlantic coast has been almost a total failure. In the Bay of Fundy some have been taken but much less than the average.

The dogfish were not in abundance at the first of the season, but lately have been numerous and are seriously retarding the efforts of the fishermen.

NEW BRUNSWICK.

Inspector J. H. Pratt, N.B., says :—The catch of herring has not been so small for a great many years, more especially the smaller size for sardine purposes. On account of this unusual scarcity, and the sardine market being glutted with the manufactured article from last season's pack, the prices received by our weir owners never exceeded $4 per hogshead and in many cases, much less. Large herring do not come early in the season as a rule, but there are good signs of this fish striking in shore soon and there is a clear market awaiting them with good prices.

Dogfish have been as destructive as in past seasons, causing the usual heavy loss to the fishermen's gear, but, in the past few weeks they are reported as decreasing in numbers.

Cod and haddock will show fully their usual catch with probably an increase on account of so many disappointed weir fishermen having been compelled to resume handlining for a living. Pollock fishing has been up to the average, especially the Quoddy river fishery, which compensated the fishermen to a large extend for the decreased sardine fishery.

Several of the weirs at Campobello made large catches of pollock besides their usual herring catch, causing the envy of those who make their hauls by the more laborious process of the hand lines.

The catch of salmon in the Bay of Fundy was an extremely good one, fully equal to that of 1905.

Dynamiting among the pollock schools has been practiced very largely all summer by the fishermen of Eastport, Maine, and on numerous occasions they came over among the pollock schools in Canadian waters with their explosives.

The lobster catch will show about the same as last season, with prices good. The same number of factories were in operation, and their pack was about the same as that of 1905.

Inspector R. A. Chapman, of N. B., says :—More shads have been caught than for past few years.

Salmon have been more plentiful in the aggregate than for several seasons past, and they are yet seen by our guardians in great numbers on all the streams which bespeaks for another large catch next year.

Spring herring were as plentiful as ever and the fall run on the Caraquet Miscou banks of unusually fine fat fish is now reported.

The catch of codfish will be considerably larger than that of last year notwithstanding a great scarcity of bait.

Fully as many smelts were caught as in previous year and they were of very much better quality.

Considerably more mackerel were taken this year than last.

It is too early yet to say much about oysters.

While somewhat less lobsters were canned in the northern part of the district than in 1905, on our side of the straits, in Westmorland and Kent counties, more have been taken than for many years. In fact, the catch was so large during last three weeks of fishing that much difficulty was found in getting help to pack them, many of the packers and fishermen in the northern part of the province propose to fish only in the spring and fall, and allow no fishing during the summer months when they are spawning. If something of this kind could be done, I do not believe they ever could be fished out.

The whole aggregate catch of fish will be considerably above that of 1905, and prices being high will make it an exceptionally good year for the fishermen.

Inspector H. E. Harrison, of Fredericton, says :—The inland fisheries of New Brunswick, taken collectively, have not given as good returns as previously. It is difficult to give any explanations for these conditions, other than it seems to be an 'off year' with most of the fish caught for market, particularly salmon. It is still harder to explain these conditions, regarding the upper part of the St. John and tributaries when salmon have been plentiful in the harbour and adjacent waters. The early spring reports were favourable to salmon fishermen but it did not last long, and with few exceptions, those following that particular line, the returns were not satisfactory. Not only was this the case with net fishermen but angling was very much below the average on the Tobique river where most of the fly fishing of my district is carried on. It is reported that there is now a good run of salmon in York County waters.

The quantity of shad taken this season was considerably below that of 1905. There is a possibility that this fishery is being carried on too extensively for the future good supply of this most valuable fish. Like conditions prevailed regarding alewives, but while it is possible that shad are being over-fished I do not think this is the case with alewives. However, it would be premature to form a decided opinion on one or even two years' results. These fish were in large demand and I think fishermen were fully compensated.

I look for an enlarged catch of sturgeon again this season. I am decidedly of the opinion that greater restrictions are necessary, if total depletion of these valuable fish is not the result in the very near future.

Trout fishing is reported extra good in some parts of the district and only fair in others.

P. E. ISLAND.

Inspector J. A. Matheson of P. E. I. says :—The lobster fisheries show a small increase over last year, notwithstanding that the stormy weather particularly, on the north side of the island, interfered a good deal with that section.

Cod fishery commenced well in the early part of the season but fell off later, and will show a decrease from 1905.

Hake has been plentiful particularly in King's county and continued well up to the first of September, when the dogfish appeared in great swarms on our coast, and destroyed this fishing. The outlook for fall fishing is not very bright, this fishing will show an increase over last year.

Mackerel will show a slight increase over last year. The season opened with a large run of this fish and was then followed by some of smaller size during the season.

Smelts show a decrease from last year.

The quahaug industry has assumed large proportions in this province, and if properly protected will certainly be one of the best paying of our fisheries, and already this season, fifty thousand dollars worth were shipped from the province to the United States.

PROVINCE OF QUEBEC.

Dr. W. Wakeham.—Officer in charge of the Gulf division, reports that the final returns of the fisheries of the district will show a considerable increase over those of the two preceding years, all branches of fishery, with the exception of the Lobster fishery, having made good yields.

The season began early, the first fishery to open, that of the spring herring, was as abundant as ever at the Magdalen islands, part of the main school passed south of the islands, and struck the shore of Etang du Nord, so that there was, perhaps, not as large a catch as usual in Pleasant bay.

Summer herring, as has been the case for some seasons back, kept off shore in deep water. Small herring fish about five inches long, were abundant all about the coast, but the nets in general use had too large a mesh to capture them.

Cod were abundant all season, and the summer catch on the south shore has been good, at the time of writing the fall fishing is on, and the reports are every where favourable for a good fishing, as both cod, and bait are abundant, unfortunately for the fishery, many of the boats are ashore for the winter, and that one half the fishermen have left for the lumber camps. In spite of this the yield from the south coast fishing stations will be a good one. On the lower north coast, from Natashquan to Belle Isle, the fishing was a failure, as except at a few points, the Capelin school of cod kept off shore in June and July, on the upper north shore from Natashquan West, the fishery will be an average one.

The catch of salmon, both on the north and south shores, has been an abundant one, the best for many years.

The lobster pack will show a serious falling off, the returns are not all in, as lobster fishing is still going on at the Magdalen islands, but I do not expect that the final summing up of the statistics will give more than about two thirds of an average pack.

The spring *mackerel* fishing at the Magdalen islands was good. The fall fishery is still being made. A very abundant seal hunt was made at the Magdalen islands in March and April, the seals were driven in on the shore, and all hands, men, women and children participated in the hunt.

Dogfish were as usual of recent years, the cause of great annoyance and loss. They are now possibly out of the gulf.

The season was a fine one, very warm, and without storms.

Inspector Jos. Riendeau, of Montreal, says :—The yield of fish, in my district, this year will be inferior to last year's catch, by one-half. This is due to several causes. First, the effects of latter years' abuses begin to be felt. The big fish are gone ; only the new generation is left. This must be protected, if we want to avoid a complete ruin. I would mention, as an example, sturgeon three or four feet long, which were abundant eight or ten years ago. This was a valuable fish ; it is now replaced by small sturgeons, measuring from 12 to 15 inches. I have even seen some on the market only seven inches in length.

I may state the same thing about '*barbottes*' (bullheads). This fish is also recherché. We used to catch some of a remarkable size and supplied the New York markets with them. Those we catch to-day are only fry, as compared with the old time '*barbottes*'.

This may be said of all kinds of fish, frequenting our lakes and rivers.

Another cause for this decrease is the following : During spring time, when the water is high, the bays become larger, and the small rivers and rivulets rise ; that is the time fish choose for spawning, and they enter the bays or come up the rivers to deposit their eggs. Then inconsiderate fishermen lay their nets, or build dams, which destroy thousands of fish. In my opinion, severe laws should deal with such actions. This custom is followed especially in small bays south and north of Lake St. Pierre.

A third cause for this falling off is the number of licenses granted by the province of Quebec. It is too large, especially on the south shore, from Nicolet to Sorel islands, and from Champlain to Pointe du Lac, on both shores ; fishing tackle is seen everywhere, some of which extend from 200 to 500 yards. How can small fish be expected to escape such formidable tackle ? This seems impossible.

It is also regrettable that trout should constantly decrease, as it is a most exquisite and valuable fish. I think that this is due to the fact that the fishing season for trout is too long. Nobody should be allowed to fish trout *before June 15th or after September 1st*. Fishermen fishing for their own use, should throw back into the water every trout which would not be of the length stipulated in the regulations. This fish should not be made a commercial one ; I am speaking of speckled trout.

I also consider it my duty to protest against the use of small seines "à véron" or with minnows. This causes a large decrease in the catch of maskinongé, black bass, doré and trout. The results, this year, have been even worse than those of last year, which were not altogether very good.

Inspector A. H. Belliveau, of Ottawa, says:—That in most of the inland districts of the province of Quebec, fishing results will still be inferior to the small yield of 1905. Not only the fish are falling off in size, but the better grades, as maskinongé, bass and pickerel, are gradually disappearing from their former haunts. This diminution may be safely ascribed to indiscriminate netting in the past as well as to the prevalence of the small meshed implements.

Missisquoi bay held its own better than any other fishing ground in my district. Although the time allowed to fish is very limited, fishermen realized as much as in previous years. New York regulations somewhat hampered them, but other markets were soon found. The interested parties then contracted for their whole catch at a stated rate instead of risking the chances of a fluctuating market.

The few week's seining allowed there in the spring cannot be so injurious as claimed by the petitioners for the prohibition of all netting as fish seems yet far from being depleted. The whole catch consists more of coarse fish than *doré.*

In Richelieu river, fishing was not as good as formerly, and hoop net fishing did not pay so well. No seines at all were tolerated in that district this summer. The great Iberville eel-weir was again successfully operated, and even if Fulton market is closed to their owners, others as remunerative have been opened in the west.

In the Saguenay district, salmon was abundant and poachers were very active making a home provision and even selling a few to summer hotels.

In nearly all other parts of my extensive district, the fisheries will show a considerable decline.

To save complete depletion, some of the waters should be set apart, for a few years, for the natural propagation of fish, and other restrictions, as regulation of mesh, and a minimum size of all species of fish, it is advisable to protect, should be adopted without delay.

It is to be hoped that whatever is the result of the deliberations of the interprovincial conference, the fisheries will receive due consideration, and that the administration of its regulations will be simplified and improved instead of the confusion existing for the past years.

ONTARIO.

Inspector J. M. Hurly, of Belleville, says:—During the spring fishing season at which time the coarser species of fish are captured, good returns were realized by the fishermen. The fishing for whitefish and herring was exceptionally good during the past season, in fact, it is reported to me as being the most successful for many years.

In travelling over my district I find that angling has been very good and many Lakes and streams are showing good results from the stocking of young fish which goes on from year to year from the Fish Breeding Establishments.

The improved fishing in adjacent waters is no doubt largely responsible for the increase in the number of tourists visiting this section of the Dominion which means large expenditures of money benefiting all classes.

The bass ponds on the Bay of Quinté are doing good work, a large number of bass measuring on an average 3 inches in length being distributed each year.

I am sorry to say that carp, especially German carp appear to be on the increase, notwithstanding the fact that immense quantities are captured in hoop-nets each season. The question of some action being taken towards clearing the waters of these pests is becoming more urgent each year and the time is not far distant when very serious consideration will be necessary.

Inspector O. B. Shepperd, of Ontario, reports that as far as he can judge from his visits to the various fishing districts, the commercial fishing in his division has not been up to the average and not as good as last season, which was a very bad one. This applies especially to the Lake Erie district where the catch has so far been exceptionally light. The rod and line fishing shows a slight improvement over last season, especially in the Georgian bay district and in the inland waters. The law is being fairly observed but to my mind too great a number of netting licenses of all kinds are being issued, and unless this number is lessened, nothing can be looked for but a gradual diminution of our fisheries.

The carp are doing incalculable damage both in the international waters and in the inland waters where they have gained a foothold; as well as injuring the fisheries, they are destroying the wild rice which is the natural food of the wild duck.

Inspector A. G. Duncan, of Marksville, Ont., says:—As previously reported, the whitefish, salmon trout and sturgeon are gradually on the decrease and the catch of these species will not be equal to that of 1905.

The fishery officers under the control of the provincial government have been fairly diligent in attending to their duties, but as they are not provided with the means of a proper enforcement of the fishery laws there is no doubt but that the number of nets fished is in excess of the number allowed by licenses and for the same reason there is considerable poaching done by American vessels in my division.

It is an impossibility to enforce the fishery regulations unless the officers are provided with steam power to enable them to overhaul the tugs used alike by the Canadian and American fishermen.

MANITOBA.

Inspector Wm. S. Young, of Manitoba, reports an average fishing season.

The catch of whitefish will not show much of an increase or a decrease. Sturgeon will show a slight falling off, while pickerel, pike and tullibees will show a slight improvement.

However, the prices of fish received by the fishermen were just twice those of 1905. All fishing closed down the first day of September this year, instead of the 5th day of October as in previous years, so that when one considers that with a full month cut off the whitefish season, that the yield will be equal to that of the previous years. I think we will be able to congratulate ourselves on this achievement.

SASKATCHEWAN.

Inspector of Fisheries W. E. Miller, of Qu'Appelle, reports as follows :—This year will show an increased yield over that of 1905. The winter was very mild and allowed of ice fishing being pursued under very favourable circumstances. Heavy rains in June prevented the excessive lowering of the streams and lakes which had been looked for owing to the limited snowfall. Intense heat prevailed in July and August and some loss of fish was reported in the shallower lakes of southern Saskatchewan. Many more net licenses have been taken out by settlers wishing to fish on a small scale for their own use, and the amount of angling done again shows a large increase. The main winter export fishery was carried on at Moose lake where operations were very successful in the aggregate, though individual catches ruled smaller. In the Prince Albert district, a good winter catch was made at the Trout lakes leading to a renewal of the export trade which promises to grow considerably this coming season. At Cumberland the sturgeon fishing has not been so actively pursued this summer, but that fishery has been vigorously pressed in Cedar lake on account of its greater ease of access. Owing to increased local demand there is more fishing being done in the Battleford district and a considerable increase is expected there this coming winter.

ALBERTA.

Harrison S. Young, of Alberta, reports, that all creeks were very low when the ice went out in spring, many were almost dry, and they did not rise until after the June rains. Settlers put in dams to hold water for stock, and at many of these dams, fish were killed illegally. The guardians broke up many of these structures. There is but little commercial fishing in this district during summer. A few fishermen at Lac Ste. Anne, White Whale lake and Pigeon lake, supply the local trade in Edmonton and towns along the Calgary and Edmonton railway, but no fish are shipped outside the district. From all lakes the yield of white and other fish is reported good.

The guardian at Beaver lake, reports that a sturgeon was killed in that lake this summer, having found its way up the Beaver creek from the Saskatchewan. Sturgeon were formerly captured in considerable numbers at Victoria and Edmonton by spear and gaff, during the time they were passing up stream to spawn, when they take advantage of the eddies and slack water along shore. Since the fishery regulations have been enforced, the practice has stopped, and a sturgeon is seldom seen in Edmonton, an occasional one only being caught with a night line.

From reports I have received, I am afraid that there is great destruction of trout in the streams of southern Alberta, where the fishery regulations are not very well enforced. Dynamite is said to be used, I have reported fully on this matter. Reports may and probably are exaggerated, but I think there is no doubt that guardians should be appointed to enforce the regulations, and prevent the destruction of trout that is now carried on. The Canadian Northern Railway will have steel laid on their line to White Whale lake this fall. This will allow of summer fishing in these lakes, and care will have to be taken that they are not overfished.

The fisheries of the district are all likely to yield as good returns as in former years. If accurate returns could be had of the amount of coarse fish killed, the value of the fisheries of the district would show a large increase. I cannot see, however, how at present, more accurate returns can be had.

The demand from settlers for fish with which to stock lakes where there are no fish, and from others to have bass or other game fish with which to stock waters where at present there are only suckers and pike, still continues, and the need of a hatchery somewhere in the west would seem to be more apparent every year.

BRITISH COLUMBIA.

Inspector C. B. Sword, of New Westminster, B.C.; says :—The sockeye salmon fishing may be considered practically closed, but it is quite impossible to give any estimate of what quantity of cohoes and other fall fish may be packed as this fishing is just beginning. The sockeye pack for this district has been very light about 178,500 cases, to which should be added about 7,000 cases packed in Victoria (district No. 3).

On Puget sound the same state of affairs was experienced 150,000 or 160,000 cases will cover the pack.

There has been a good run of spring salmon which, however, has been mainly shipped as mild cured or in cold storage.

Halibut, which (though properly belonging to district No. 2) is next in importance to the salmon fishing, will I expect show an increase of from 20 to 25 per cent over last year.

With the exception of these two varieties, I do not think that our returns will show very much change from last year, though I anticipate a moderate increase in all branches except of course the sockeye pack.

Jno. T. William, inspector of fisheries, says :—That in district No. 2, Northern British Columbia, he is not in a position to give even approximate figures and data, at this early date, as the season is not yet completed, and he can therefore only in a general way express his opinion on the fishery prospects. He says : commencing at the southern portion of my district, the sockeye salmon yield on *Smiths Inlet* has been most satisfactory, the canneries there have secured a full pack, and a large number of sockeye have reached their spawning grounds in the lakes at the head of this inlet.

Rivers Inlet has again supplied a full pack of sockeye salmon for the seven canneries in operation. Large quantities have also reached their spawning grounds on Oweekayno lake.

Northern Coast Canneries Namu, Kimsquit, Bella Coola and Lowe inlet, have also done well, the sockeye salmon catch having proved most satisfactory to the cannerymen, particularly at Namu and Kimsquit.

It was my intention to visit the head waters of the Bella Coola and Kimsquit rivers this fall, but owing to other important engagements, I have been obliged to abandon the visit until the spring of 1907.

The Skeena river has again proved a sad disappointment to the cannerymen, who have only succeeded in securing a half pack of sockeye, reaching about a two thirds pack including fall fish.

I consider this is owing to the barricading of the streams and rivers at the head waters by the Indians, and unless this is stopped, the Skeena river will gradually deteriorate. Owing to the Indians having erected barricades on Babine river this season, very few sockeye have reached the spawning grounds, consequently four years from this season we may expect an exceedingly poor run, of this valuable fish.

The Naas River canneries have done fairly well, securing about a two third's pack of sockeye salmon, one or two of the canneries nearly filling up on fall fish. With regard to the other fisheries in my district, I cannot give even an approximate opinion, though I understand the halibut and oulachon catches have been good.

Inspector Edward G. Taylor, of Vancouver, B. C., report as follows :—

During the past year the fisheries of my district (Division No. 3) have from one point of view been most satisfactory ; but in another aspect the season has not been as satisfactory as was anticipated.

The new whaling enterprise carried on in Barklay sound has been a marked success, and has rapidly developed into an extensive industry. Indeed for many weeks during the past year there was an average capture of no less than three whales daily. Occasionally captures of the valuable Sperm-whale added to the remarkably remunerative results of the whale fishery on Vancouver island.

The salmon fishery has brought excellent returns to the fishermen owing to the high price prevailing, and the large takes of spring salmon now in great demand. Some of the salmon trap owners have suffered a disappointment as the sockeye run was limited ; but many of the traps were compensated by the very fine catches of spring salmon and cohoes. The former being largely bought for 'mild curing' purposes—the latter for cold storage, for fresh fish trade in the Northwest Provinces.

The herring fishing was again pursued on an extensive scale, and has grown to be quite a leading industry. Nanaimo of course, being the chief centre. The catches of herring are cured in Nanaimo as kippers, bloaters and pickled as well as salted, and frozen for bait.

The demand for bait is very large for the halibut fishery ; quantities being exported to Washington State for that purpose, while steamers call at Nanaimo for supplies of herring bait on their way to the northern halibut banks.

There is a good opening for a crab-fishery as the crabs are of large size and extremely abundant. It is a growing industry, and during the past season quite considerable quantities were taken in my district.

Many localities in my district are famous for sport fishing, attracting anglers more and more every year as the spring salmon and cohoes afford fine troll and fly fishing. The Cowichan river, Campbell river, Englishman's river, Alberni canal and others have a wide reputation.

The much esteemed Olympian oyster abounds in quite a number of places in my district, and some of the beds as at Blunden harbour and Barklay sound are of very large extent. The demand, however, is so large that many oyster areas already show signs of depletion.

The Olympian oyster is of small size, often less than one fifth of the size of an average Atlantic oyster. The department has on several occasions carried out a scheme for introducing and planting the large Atlantic oyster; but hitherto they do not appear to have bred or increased. For the first time in British Columbia the eastern oyster, I am pleased to report, has produced spat, and I have obtained 'Seed' oysters probably a year old at points where the eastern oysters was planted last year.

During the month of July a Committee of the British Columbia Fishery Commission made a tour of the west coast of Vancouver island, and expressed their astonishment at the amazing fishery resources of the island, from Sooke to Quatsino sound. The party consisted of Richard Hall, M.P.P., and Mr. J. C. Brown, accompanied by myself were conveyed on the C. G. S. *Quadra* and received much valuable aid in their investigations from Captain Hacket.

During the herring season I was greatly assisted by the C. G. S. *Falcon* she proved very efficient in her patrol of the herring grounds.

It is necessary, however, for the proper patrol of the waters between the island and the mainland to have the services of a boat all the year round.

Bait Freezers.

The aid to the sea fishermen offered and extended by the department in the direction of cold storage for bait, so as to ensure a supply of this essential article at times when there are no bait fishes on the coast, and bait cannot be otherwise procured, was begun as a departmental work in 1899, and in the year 1900 the first fishermen's bait freezer was established at Ballantyne's Cove, county Antigonish, Nova Scotia. The system was summarized in the departmental report for 1900 at page ix.

The success which attended the initial efforts as demonstrated by the local small 'fishermen's bait freezers' with a capacity ranging from 15 to 40 tons of frozen bait, according to the requirements of the localities, and designed to meet the immediate needs of the shore boat fishermen, during the periods of the dearth of bait, without which they could not carry on their fishing operations, attracted attention to the interests of the deep-sea bank fishing vessels, with a view to extending to that important branch of the fishery similar aid and conveniences.

The operations of the Nova Scotia fishing fleet was greatly hampered by a lack of this most elementary essential to a successful fishing venture; that is, an unfailing supply of good fresh bait; resulting in a desultory exploitation of the fishery rather than a concerted and remunerative one.

Believing that an impetus would be given to the business in which most of the fishing vessels were tied up for more than half of the year, the department undertook to extend the experiment to a practical effort to do for the bank fishermen that which the small bait freezer was doing for the shore fishermen.

For this experiment two points on the Nova Scotia coast were selected in turn ; one at Canso, and another at Halifax, where large bait cold storage establishments were inaugurated with government aid under special conditions.

The latter establishment was intended more particularly to meet the needs of a large fishing fleet in Halifax and neighbouring counties, which was unable to avail itself of the winter fishing because and only because of the fact that it was impossible to rely on even a partial bait supply, but with this disability removed, it was confidently expected that the incentive would revolutionize the winter fishing operations in the western portion of the sea-coast of Nova Scotia.

The Canso establishment, the first inaugurated, was regarded as being of more general scope, for the supplying of vessels from all localities, visiting the banks of the Gulf of St. Lawrence as well as those of the Atlantic coast.

The departmental report—Fisheries—for the year 1905, contains full descriptions of these two extensive bait cold storage plants and their processes as distinctive in type, importance, cost and principle from the small shore 'Fishermen's Bait Freezers', which range in cost from about $1,000 to about $4,500, according to relative importance and demands of localities.

The Canso establishment sold to United States and Canadian fishing vessels this season up to date, 271,823 pounds of frozen bait, of which 1,554 pounds were herring, the remainder being squid. The price received for the squid was 3 to 3½ cents per pound and that for the herring 2½ cents. The bait remaining in the freezer up to September 29 of this year being 2,000 pounds of herring.

The Halifax establishment was ready for operation in time to provide bait to applicants at the beginning of the year, and that the expectations of its value to the fishermen during the winter season was fully realized is shown from the following summary. From the 1st January to 25th April, 1906, the frozen herring bait disposed of from that plant was :

To inshore vessels and boats....	38,323 lb. at $1.75 per 100 fish.
To offshore banking vessels.....	182,090 lb. at 3 cents per lb.
To dealers in bait	29,547 lb. at $1.65 per 100 fish or 3 cents per lb.
To U. S. vessels	14,040 lb. at 3½ cents per lb.

The bait thus supplied is stated to have turned out first-class and to have given satisfaction to the fishermen. The establishment was able to supply all those who made application for bait leaving about 100 tons on hand at the end of April, and the belief was expressed that the existence of the freezer there was appreciated by those who had already purchased bait and would encourage and stimulate the fishing industry, by removing the uncertainty of supply which previously ruled. The stock of frozen herring on hand was by the end of September augmented to 150 tons, while freezing operations were continuing, and it is expected that when the time for using frozen bait arrives, about the beginning of November when the fresh bait supply fails, there will be enough to supply the demand.

The number of small shore fishermen's bait freezers, continues to grow. There are now constructed :

In Nova Scotia	29
In Quebec	10
In Prince Edward Island	5
In New Brunswick	2
	46

During the year there were established in Quebec, three new freezers, one at St. Godfrey, one at Gascons and one at Bonaventure East, in Nova Scotia, one at Digby and one at Lunenburg, and in New Brunswick one at Caraquet.

In addition to these there are under way new freezers at Sydney, at Half Island Cove, and at New Harbour, and in Quebec, one at Newport Point, Gaspé county. There are also in contemplation probably to begin this year, two freezers at Magdalen Islands, one at Carleton, Quebec, and one at Shippegan Island, New Brunswick.

At the outset it was somewhat difficult to overcome the prejudices of the fishermen against frozen bait, the popular fallacy obtaining that it would not be effective and was easily torn from the hooks, but the persistent demonstrations of its practical usefulness, and efficacy, together with the fact of its providing a long felt want, have operated to remove those prejudices, and converted the opponents into advocates of the scheme.

This growing confidence and appreciation is shown by a new feature in these small bait freezers this year. Hitherto this class of freezer has been limited, as above stated, to a capacity of from 15 to 40 tons, but recognizing their value, the associations of fishermen interested at Digby and Lunenburg in Nova Scotia, and at Caraquet, New Brunswick, arranged for freezers with a capacity of 100 tons as necessary to meet their requirements, and the establishments at these places will operate on this increased basis.

Mr. Peter MacFarlane, of New Glasgow, Nova Scotia, the department's officer in charge of the establishment and construction of the shore boat fishermen class of freezers, reports the season as very favourable to a furtherance of the scheme. His report forms appendix No. 12 hereto.

DOGFISH REDUCTION WORKS.

The Fisheries Department Report for the past two years, treats somewhat fully of the experiment of a probable means of coping with the dogfish nuisance, by which that menace to the operations of the fishermen may be turned to some commercial advantage, which, if not wholly satisfactory from the standpoint of the fisheries generally, might form a partial offset to the disabilities involved in the inroads of these predacious fish, at least to the extent to which they may be utilized for the manufacture of oil and fertilizer.

The Shippegan reduction works which were completed last year about the end of the season, were operated at that time only sufficiently to establish the working of the machinery, hence the output was very limited. It started in this year, however, about the 27th July, and has been working continuously up to the time of writing, and it is expected that the season will close with very successful operation and a large output of oil and fish scrap for fertilizer.

The Canso establishment was ready last year when the dogfish first appeared in that locality, about the second week in September, and continued operations up to the end of the season in December.

This year this establishment began operations on the 13th September, and is continuing at the time of writing up to its full capacity.

The experience gained at both establishments last season, which were their initial years, has had the effect of suggesting minor details in methods which will probably result in an improvement in the quality of the fertilizer scrap and oil produced.

While at these points where these establishments are located, the dogfish can be secured in sufficient quantities under existing conditions, the complaints against this scourge, although serious and general, have not been so widespread and acute as in recent years. It may be too soon to hope for relief from this great disability, but it also may be the beginning of a gradual disappearance of the dogfish as the history of the fisheries has shown to have occurred at intervals of varying extent. The present visitation is probably one of the longest and most extensive that has occurred in the recollection of the fishermen.

THE SOURIS FISH DRIER.

The fish drier, which was so successfully launched at Souris last year, with the object of bringing prominently before the fishermen engaged in line fishing for cod, hake, haddock, etc., the expediency and practicability of adopting improved methods for the drying of their catches, in order to enable them to place on the markets of the world an article equal to the best of its kind, and so obtain the highest prices prevailing, and to which extended reference was made at page xxix of the Annual Report of the Department of Marine and Fisheries,—Fisheries,—for the year 1905, continued operations this season under the same efficient management and on the same lines as last year.

Drying started this season on the 8th May, and up to the 21st September there were received at the drier the following quantities of the different classes of fish:—

Dry cod	9,790	lb.
Kenched cod	241,671	"
Green cod	7,257	"
Dry hake	39,686	"
Kenched hake	84,193	"
Green hake	80,476	"

Up to the date mentioned above, the following quantities were shipped:—

Cod	121,113	lb.
Hake (and haddock)	65,438	"

These fish were shipped to Barbados, Jamaica, Boston, Great Britain, and Charlottetown.

In addition to drying, the putting up of boneless fish on a small scale, was undertaken this season, in connection with which a patent press was installed, for taking care of the scraps and pressing them into blocks. Since this work was started in the latter part of July, 6,595 lb. have been so put up, and have found a very ready sale in both Canadian and United States markets.

That the object for which the drier was established is already being achieved is demonstrated by the fact that in its vicinity a very noticeable increase in the number of men engaged in line fishing has obtained, with a consequent increment in the quantities of fish caught.

The Behring Sea Question and Pelagic Sealing.

Last year's report dealt somewhat fully with the most recent formulated proposal of the United States' government, referred to the Canadian government, which was that Great Britain should agree to a prohibition of killing seals at sea during August and September and that the United States would in compensation therefor consent that such hunting should be permitted during May and June instead ; these two latter months being within the term of the close season provided by the Paris Award Regulations.

As the net result of compliance with this proposal, would involve the voluntary relinquishment by the Canadian pelagic sealers of the most remunerative two months of the year, comprising pratically the whole of the Behring Sea season, for two months when little or no sealing is done, coming as they do between the defined seasons. —that is the spring season up the coast and the fall season in Behring Sea, it is needless to say that this interested proposal did not find favour in Canada and consequently was not entertained. Some pertinent explanations of the situation are contained in the reference above noted. There is no change in the standing of this question since that report.

Owing to the necessity for readiness for an exceptionally early session of Parliament, the report of the department is prepared pratically three months before the expiry of the year's general fisheries operations, which precludes the possibility of the publication herein of the usual statistics of the pelagic sealing industry for the current season with notes and remarks thereon, since the requisite data is not yet available.

Fisheries Protection Service.

The report of the Fisheries Protection Service will be published in a supplement at the close of the calendar year, as the vessels comprising the fleet are now actively engaged on their several stations, it would be impossible to deal with their reports at present.

With the exception of the Steamer *Princess* replacing the *La Canadienne* in the Gulf patrol, the protective fleet of 1906 is the same as the previous one, consisting also of the *Canada*, the *Curlew*, the *Petrel*, the *Osprey* and *Constance* in the maritime provinces ; the *Vigilant* in Lake Erie ; and the *Kestrel* and *Falcon* in the British Columbia waters. The above cruisers were commanded by the same experienced officers, and were assisted by four sea-going steam launches in the patrolling of the Atlantic coast.

Two United States fishing schooners were seized off the coast of Cape Breton for fishing within the three mile limit. They were subsequently released upon payment of fines.

More foreign vessels must have taken advantage of the *modus vivendi* licenses, as the amount of such fees is much larger than in 1905. The fishing season has still several weeks to run.

OTTAWA FISHERIES MUSEUM.

Last year's report of the Canadian Fisheries Exhibits or Museum contained a list of the specimens embraced in the collection. This year, the curator, Mr. A. Halkett, submits not only a general summary of the said collection, but adds descriptions of the vertebrate portion, especially the fishes, after the manner of the guides to the galleries of the British Museum.

This report will form an appendix of the supplement to the 39th Annual Fisheries Report, to be published at the end of the calendar year with other matters, which it was impossible to embrace in the main report, owing to the early meeting of Parliament.

THE FISHERIES STAFF.

The outside staff of the fisheries branch of the department is larger than may be generally supposed, numbering to over nine hundred and fifty employees, subdivided as follows : Twenty-four inspectors of fisheries and special officers; 112 overseers of fisheries with magisterial powers *ex-officio*, and 440 guardians, temporarily employed to assist the other officers in the protection of fish. The officers in charge of our thirty-two fish-hatching establishments with their permanent assistants aggregate over seventy employees, not including other persons employed during the busy season. The officers and crew of our protection fleet of cruisers aggregate 267, and there are also about forty-five persons employed as reporters for the Intelligence Bureau during all the fishing season, who are not otherwise connected with government work.

A complete list of these different services will be issued in the supplement to our annual report at the end of the calendar year.

PROVINCIAL AND DOMINION JURISDICTION.

As has been from time to time intimated, since the decision of the Judicial Committee of the Privy Council in 1898, the department has been, by agreement with the provinces, administering fisheries matters, as previously, pending some definitive adjustment of the relative rights and jurisdiction exercisable by the provinces and Dominion in regard to the fisheries.

The only exceptions to this arrangement is the province of Ontario, to which the proprietory right in the fisheries were handed over at the time of the decision on the fisheries reference to the Imperial Privy Council, and the province of Quebec where such proprietary rights were handed over at that time as affected the inland waters from a line drawn across the St. Lawrence from Pointe des Monts to Cape Chatte. This handing over of property rights involved in the issue of licenses, however, in no way affected the federal jurisdiction as to legislation and fishery regulation, which is exclusively vested in the Dominion government as distinct from any property interest held by the provinces.

It is hoped and expected that whatever agreement may be reached by the conference of Provincial Premiers convened at Ottawa at the time of this writing, touching the relations of the provinces with the Dominion, will pave the way to some basis upon which a final adjustment of the relative jurisdiction of Dominion and Provincial government over the sea-coast and inland fisheries can be reached.

I have the honour to be, sir, your obedient servant,

F. GOURDEAU, Lt.-Col.,
Deputy Minister of Marine and Fisheries.

SPECIAL
APPENDED REPORTS

BY

PROFESSOR E. E. PRINCE, F.R.S., Canada

Dominion Commissioner of Fisheries.

I. HOW TO ESTABLISH A TROUT-POND.

II. THE PACIFIC FISHING INDUSTRIES OF CANADA.

1906

SPECIAL APPENDED REPORTS

I

HOW TO ESTABLISH A TROUT-POND.

By Professor Edward E. Prince, Dominion Commissioner of Fisheries, Ottawa.

Travellers in China from early times have marvelled at the zeal and ingenuity displayed by the Celestials in the cultivation of fish and in the maintenance of fish ponds. In Canada, lakes, large and small, are innumerable in every part of the country, with very few exceptions, and as a rule they are, or have been, until recently, inhabited by fish. Trout, speckled (*Salvelinus fontinalis*) gray trout (S. *namaycush*) and red trout in the east, and rainbow, black-spotted, and Dolly Varden trout, in the West, have occurred in vast numbers in these illimitable waters. There are, however, once prolific lakes from which these fish are now absent, while in extremely rare cases, the lakes appear to have been naturally barren and have never contained any fish. I have recently heard of three such lakes, one in the province of British Columbia, the other two in the province of Quebec.

When once a lake or creek has been inhabited by fish, there always remains the possibility of its restoration if appropriate steps be taken : but in those cases, extremely rare in the Dominion, of waters permanently barren of fish, some preparatory measures are necessary. In the present concise report I deal with both kinds of lakes or ponds, and in addition, I give some instructions as to the methods of procedure in creating or establishing new trout ponds.

For the successful cultivation of trout, or indeed of any of the better kinds of fish, it is necessary to secure the following conditions :—

(1) Pure and abundant water.
(2) Shallows for spawning, and deeper portions for hiding and for wintering in.
(3) Food in plenty and variety.
(4) Shadow and shelter from glaring sunlight.

I take it for granted that proper precautions are taken against enemies, man, beast or bird, as failure in establishing successful fish ponds has frequently found explanation in midnight marauding by poachers, or in visits of sheldrakes, kingfishers, &c., or in other cases mink, otter and other fish-eating animals. Many so-called enemies are, however, entirely innocent of fish destruction. All ducks are not fish-eaters, and sandpipers, plovers, snipe, &c., beaver, muskrat, water-shrews, and similar creatures, do not devour fish : but live almost exclusively on vegetable food, water plants, insects, &c. The fish poacher is the worst enemy, and effective fences are almost essential to success.

I shall deal with the formation of a trout pond, and in the latter part of this report shall treat of the best methods of stocking it with fish.

Water.—The first condition necessary for success is pure water, with, if possible, an inflow and an outflow capable of being regulated by movable gates. Spring water is best, especially if of low temperature in summer, 46° to 54° F. being very favourable.

Trout will live, and indeed, flourish, in still water, with no very apparent inflow, and even in such confined spaces as a rain-tub, a few trout have been kept for long periods : but the fish become tame and languid, the flavour of the flesh is affected, and they are always much stunted in growth. Hence if possible a portion of a stream or small creek should be so diverted by a narrow channel or underground pipe, that a continuous flow of water can be supplied to the pond or small lake. With such a continuous inflow the trout placed in the pond will be healthier, more gamey, and in better condition generally.

It is well-known that aëration of water goes on at the surface, and any comparatively shallow stretch of water, especially if agitated at times, or ruffled by winds, will be purified, and be able to sustain fish life. I am acquainted with one case in which some young salmon, kept in a bucket placed in a hole in the ground, lived for three or four years in a healthy state ; but were much stunted in growth. They grew from a length of 1½ or 2 inches to 6 or 8 inches ; but never exceeded that diminutive length.

THE BOTTOM.

The bottom of the pond should be of rock, clay or sand ; but loam, mud or peat, imparts a flavour and colour to the water which affect trout unfavourably. Every one is aware that fish, taken in a wild state from lakes and streams, may have a disagreeable flavour, when cooked ; at times, indeed, they are quite inedible on that account. If portions of the bottom are covered for a few inches with clear river sand, making a smooth surface, the fish will be found to lie there by preference, as soft mud or clay bottoms are avoided by trout as far as possible. It is absolutely essential that shallows covered with coarse gravel or pebbles should be provided in order that the trout may resort there at the spawning time. They can be netted, when on these stony shallows, and the spawn taken from them, as (unless the conditions are altogether unusual) the eggs if left on the pebbly bottom will become unhealthy and will die. A good supply of water pouring over the gravel, and reproducing the favourable conditions of the natural spawning beds, will of course enable the eggs to be incubated and hatch out in due time. The eggs are, however, better removed from the pond or creek and treated as set forth in my special report published in the twenty-eighth Annual (Fisheries) Report of the Department of Marine and Fisheries, 1895, on the hatching and rearing of trout.

DEPTH OF POND.

An ideal trout pond should increase in depth from the upper gravelly end where the water flows in, and where it is three to six inches in depth, down to the lower clay or rocky portion where the depth should be 5 to 8 or 10 feet or more in depth. To these deeper portions the trout will move for safety and shelter, especially in winter when the danger of freezing in the shallow parts is thus avoided. Further, the small trout will haunt the shallow bottom, while the larger fish will keep in the deeper water, excepting on sunny days or when prompted to indulge their cannibalistic propensities. Large trout will at times readily feed on young trout, and sometimes prefer them, though normally a good supply of insect food fully satisfies them. As a haven of safety for the small fish it is necessary to provide a considerable shallow area in all trout ponds. Three ponds, one for fry and yearlings, not more than 24 inches deep at the lower end, a second for young trout up to 2 or 2½ years of age, 36 or 40 inches maximum depth of water and a third pond, with five feet of water at the deepest end for three and four year old fish is a very convenient arrangement, where feasible.

FOOD IN POND.

The question of a supply of appropriate food is all important. Insect food is really the best, and in a new pond, before an insect fauna is established in it, and May-flies, dragon and stone-flies, &c. take possession and breed, an effective means of creating a supply of water-insects, is the introduction of a tub-full of green-weeds, scraped from the bottom of an old-established pond, or weedy creek of a river, into the pond Such weed material will be found to contain an incredible amount of insect life, eggs, larvæ,

&c. and small water-snails in abundance. The weeds chosen should be the matted masses found in still parts of a river or creek. To follow this plan is the readiest method of establishing a supply of insect food, which is undoubtedly the most favourable feature in any successful trout pond. I have, in a former special report, given notable examples of the superiority of insect-food over all other forms of nutriment for half-grown and adult fishes. It hastens growth, improves the flavour of the flesh, intensifies game qualities, making the fish alert and active. Sir James Gibson Maitland recommended a mixture of eggs, flesh, &c., made into a tenacious paste and pressed through a strainer pierced with holes, so that worm-like convoluted fragments were formed. These the fish fed upon most greedily, but it was an expensive food and laborious to prepare. Artificial foods, chopped liver, or flesh, ground-up fish, boiled cereals, &c., prepared in various ways, are far less favourable for fattening trout. Frank Buckland recommended hanging the dead carcase of a bird or dog or even a large fish, from a branch over the pond, and after it became putrid and maggoty, giving it an occasional shake. At each shake the maggots would drop in hundreds into the water and form an admirable food for fish. The fat juicy maggots or larvæ of the blow-fly or blue-bottle fly, are a most nutritious and appropriate food. Trout grow amazingly if fed on insect food, and have better health and finer game qualities than when fed on butcher meat, liver or offal. Young trout greedily catch and eat the minute crustaceans which abound in fresh water: but the cultivation of small Entomostracans, *Daphnia*, *Cyclops*, and the like, cannot be successfully carried out, unless after technical scientific training. For the methods to be adopted for the cultivation of these minute forms of life as fish-food reference must be had to fish-culture treatises by specialists. A few of the smallest species of chubs or shiners will furnish additional food if introduced, and if these small minnows breed, the delicate newly hatched fry, in spring and early summer, will form dainty food for the trout. Care must be taken that no sticklebacks or 'pin-fish' are included with the harmless chub and shiners. The undesirable fish are recognized by the presence of three or more pin-like spines on the back. They are, in some localities, erroneously called minnows (see my report on 'Vernacular Names of Fishes', Report of Mar. & Fish, 1900.) and are surprisingly pugnacious and destructive. Any introduced by accident or mistake should be at once netted and removed, they bite and injure the fry of larger species, and devour an amount of small insect-food wholly out of proportion to their own small dimensions.

SHADY BANKS ESSENTIAL.

Shallow ponds being exposed to the glaring sun readily become warm. Trout cannot bear heat and can live in health only where the water is cool, clear and sparkling. Not only so, but their large sensitive eyes, unprovided with lids or shaded by eyebrows, are exposed to bright light, which blinds and injures them, and introduces sickness and weakliness. If the sun is very bright they hide away, when living under natural conditions, moving into deeper shady places, and only coming out in the evening or in the early morning, when the sun's rays are oblique and less powerful. A few trees carrying thick foliage, or a row of low overhanging bushes, willows or alders, will provide the necessary cool shelter, if so situated that some of the deeper parts lie in shadow when the sun is high at mid-day. Floating wooden rafts or screens are preferred by many as the falling leaves in October are a source of annoyance, where trees are planted for shade purposes.

PONDS SHOULD LIE FALLOW.

The pond having been prepared and the foregoing conditions having been observed, it should be left for two or three months in spring until its newness has worn off and the insect and minnow life have become established.

HOW TO STOCK (ADULT FISH OR FRY).

A few dozens of adult wild trout netted, under the authority of a permit, which the Hon. the Minister of Marine and Fisheries, Ottawa, has alone the power to issue, should be conveyed in casks of water or tanks, and liberated in the pond.* They should be left undisturbed for a year, fed if it seems necessary, but not distrubed or fished for. Many of them will be observed seeking the gravelly shallows in due time for the purpose of spawning. They might be allowed to spawn naturally during the first season, especially if they have been caught in the late summer, or fall ; but the eggs will probably not incubate and hatch out in the confined area of an artificial or newly established pond. In later seasons, the eggs, as already stated, should be taken from the fish, fertilized, and incubated, and hatched artificially, as better results can be relied on, and many dangers can be thus avoided. In the second year angling may be carried on, and all but the largest trout returned to the water, unless very badly hooked.

Some trout culturists prefer to stock ponds with small trout-fry, either newly-hatched, 5 or 6 weeks old, or fingerlings, 9 to 12 months old, If the conditions are favourable this stocking with young fish, either "alevins" or "fingerlings" is bound to be successful : but three or four years at least must elapse before the pond will furnish any angling. The rate of the growth of trout and other fish need not be dwelt upon in this place, as I have treated the subject in my special report on the "Maximum Sizes of Fish" in the Department's Report, 1903. It is difficult to give definite directions respecting the number of fish, which can be safely retained in a pond : but a spring 1½ in. square in volume, at a temperature of about 50° F. and flowing through a tank 24 ft. long, 2 ft. wide, and 1½ ft. deep *ie.* 72 cubic feet capacity will accomodate a thousand trout 9 to 13 inches long. Norris regards such accomodation as favourable, *i.e.* 10 trout to each cubic foot of flowing water. The trout were fed on curds every second day—2½ quarts to a thousand fish. Half that number would, as a rule ensure better growth and more healthy fish.

RESERVE POND DESIRABLE.

It may be added that a very advantageous arrangement is that of providing an additional pond, one flowing through a narrow channel into the other. The formation of two ponds affords many advantages. If gates be provided and a lateral overflow pipe be arranged, one pond can be run dry when desired and the fish taken out, or the bottom of the pond cleaned or rearranged. The Hon: Roger North, one of the, earliest English fish-culturists, recommended the drying of fish-ponds at intervals. He advised that they should lie fallow like a field, and the grass be allowed to grow : but he had in view the coarser kinds of European fish living in weedy sluggish waters, not those finest fish of all the finny tribe the trout of clear English and Scottish streams or of Canadian lakes and rivers. Further, the migratory trout, when passing up the narrow channel on their way to the gravelly shallows, which are suitable for spawning beds, can be secured either by means of barrier-nets of small mesh, placed across, or by an arrangement of wire-cloth movable gates ; both these devices allowing the water to flow through, but barring the fish and retaining them until convenient for taking the eggs and incubating them in a hatchery.

Finally, owners of trout ponds hardly need to be reminded that, even though trout are confined in privately owned enclosures, the provisions of the Dominion Fisheries Act and Regulations under it apply to them.

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* Norris states that be carried 150 adult trout, for a distance of 60 miles, in a 40 gallon cask, two-thirds filled with water, and with a piece of ice dropped in now and then.

II.

THE PACIFIC FISHING INDUSTRIES OF CANADA

By Prof. Edward E. Prince, Commissioner and General Inspector of Fisheries for the Dominion of Canada.

The Pacific fisheries of Canada are carried on in the waters, marine and fresh water, of those two vast geographical divisions, the Yukon District and the province of British Columbia. The former may be described as having roughly the form of a right-angled triangle, whose base is an arc of the 60th parallel of north latitude, its perpendicular an arc of the 141st meridian, and its hypotheneuse, the Rocky mountains; and the latter territory (British Columbia) may be compared to an enormous quadrangle, 700 miles long by 400 miles wide, stretching from the 49th parallel (or more correctly, from an imaginary line in the middle of the Straits of Fuca, continuous, off Point Roberts, with the 49th parallel) up to the 60th parallel, and including the adjacent islands, large and small, south of the 55th parallel. The inland waters are comparatively unimportant as compared with those of the sea, when viewed from a commercial standpoint. The rivers are, it is true, of the highest value as the breeding resorts of salmon, and the upper waters, the lakes and streams, furnish food for the native Indian tribes, for the settlers, and inland communities. The lakes on the whole are not prolific, but many of the mountain streams and large tributaries cannot be surpassed for the excellence of the sport they afford. Nowhere can the angler find trout (rainbow, mountain spotted or cut-throat, and Dolly Varden) of finer game qualities. About a hundred and fiftieth part of the total area of British Columbia consists of lakes, while in the Yukon District the lakes, it is estimated, cover barely one three-hundred-and-fiftieth of the total geographical area. In these lakes and rivers large trout occur, some reaching a weight of 20 lbs. to 30 lbs., while whitefish small grayling, and certain land-locked species of salmon, are also found; but their total value in the Yukon Territory and in British Columbia does not exceed $150,000 per annum.

The sea-fisheries are amongst the most prolific and valuable in the world. They have been developed along the coast of British Columbia to a marvellous extent, and they are capable of enormous expansion. The amazing feature of these fisheries is that they may be carried on in waters perfectly land sheltered. Hecate Straits, Dixon Entrance, Queen Charlotte Sound, and the Straits of Georgia, with innumerable deep inlets, bays and arms, are so shielded from the open ocean as to furnish unique conditions for the pursuit of fishing operations. Vancouver Island and the Queen Charlotte Islands form a barrier against the storms of the waters outside, while the shores of these islands are themselves penetrated by extensive channels, arms and bays abounding, like the adjacent ocean waters, in the most valuable economic species of fish. The investigations carried on by a committee of the British Columbia Fishery Commission, during the past summer (1906) proved that extensive feeding grounds for fish occur on every part of the coast from Victoria to Naas river. The bottom is in numberless places literally alive with invertebrate animals, especially shell-fish, annelids, shrimps, and sand stars, which constitute a very large part of the food of the most esteemed kinds of marketable fishes. The greatest spawning and feeding grounds in the world for herring, halibut, flat-fishes allied to the plaice and sole, and numerous other food fishes occur within the vast sheltered area (covering nearly 30,000 square miles) extending from the international boundary line on the south to the Alaskan limits in Dixon Entrance on the north, and shielded from the open ocean by Vancouver Island and the

Queen Charlotte Island group. The number of large rivers which take their rise on the Pacific slope of Canada is astonishing, including, with one or two exceptions, all the great salmon rivers on the western watershed of North America. The Fraser, Columbia, Thompson, Skeena, Naas, Stikine, Liard, Yukon, Pelly, Porcupine, Peel and other vast streams all have their sources in British Columbia or the Yukon District, and most of them rank as the greatest salmon rivers in the world, and flow during their whole course through Canadian territory, though some like the Yukon, the Stikine, and the Columbia debouch into the sea beyond its boundaries. It is an axiom amongst fishery authorities that food fishes improve in flavour and quality in cold northern waters, and it must be admitted that these Pacific fishing grounds possess for that reason an enviable position. But the very plenitude of these fishery resources prevented a proper appreciation of them for many years, and even yet their real value, and their importance as entitled to rank amongst the greatest fisheries possessed by any country, are generally underestimated. While the salmon canning industry has for a quarter of a century occupied a prominent place amongst Pacific commercial enterprises, it is barely fifteen years ago since the immense value of the British Columbia halibut banks in Hecate Straits and Dixon Entrance was first appreciated, while the rich herring harvest along our Pacific shores went to waste until five or six years ago. 'More money has been sunk in mines than will ever come out of them,' said an eminent British Columbian to me some years ago, 'and,' he added,' even after our lumber has all gone and our forests have been cut down, our fisheries will still remain to supply labour and food, and are our most permanent natural resource."

That other fishery enterprises than the salmon industry urgently call for development has long been apparent to those familiar with marine and fresh-water fisheries. With my extensive experience, as a fishery official in both hemispheres, and my special knowledge of the North Sea and Irish fisheries, as well as my complete knowledge of the vast fisheries of Canada, I was more than twelve years ago impressed with the unlimited possibilities of the British Pacific fishery resources. My public statements to that effect and my efforts to stimulate interest in deep-sea fisheries were not adequately seconded, mainly because the firms prominent in the salmon business were largely engaged in other enterprises, shipping, general supplies, grain, furs, etc., and were not really fishing firms whose chief interests were bound up with the fish business. Certain United States firms were, however, not slow to grasp the commercial value of the deep-sea resources of the province, and to them is largely due the growth of important halibut fisheries, and the like.

SALMON.

The salmon industry of British Columbia claims the first place in any review of the provincial fisheries, but the details are so well known that it is necessary to refer to certain salient features only.

Since salmon canning operations began in a small way on the Fraser river in the 'sixties,' until the present time, when about seventy canneries are operated on the coast, its growth has been gradual and healthy. The main operations have been confined to four centres, the Fraser, the Skeena, Rivers Inlet, and Naas river, each, excepting the last, separated by a distance from each other of from two hundred and fifty to three hundred miles. At Lowe inlet, Namu, Alert bay, and at Clayoquot, on the west coast of Vancouver Island, canneries have also been long in operation, but the principal centre, with 42 canneries, has been the Fraser river. Twenty years ago, in order to guard against excessive fishing, the limit of 500 was placed upon the number of fishing licenses issued ; to-day over 3,000 licenses are issued, the licenses being required not for canning or packing but for fishing. During the greater part of the history of the industry one kind of salmon may be said to have been mainly handled, viz., the sockeye, the vermilion-fleshed salmon of the Fraser and of British Columbia rivers generally. Spring salmon or chinooks, cohoes, dog salmon, hump-backs, and steelheads, were plentiful though infinitely less so than the marvellously abundant sockeye, and these less important fish were frequently thrown away. Some were smoked, others salted or frozen, but the British Columbia salmon par excellence was the sockeye.

A widely prevalent belief exists that every fourth year is a 'big year' on the Fraser, and no doubt some foundation exists for the belief, though the periodicity is not perfectly confirmed. Large runs during the last thirty years have, indeed, occurred three times in 'fourth' years, twice in 'fifth' years, once in a 'sixth' year, and three times in a 'third' year. There is however, even less semblance of periodicity in the northern rivers of the province. With the increasing demand for fish, salmon, other than sockeyes, have been increasingly canned in British Columbia, and official statistics show that of the salmon pack on the Fraser (1904) of 129,000 cases, over 51,000 cases were of these previously neglected kinds of salmon. In the last big year (1905), of the total Fraser River pack, 846,988 cases, 39,647 were cohoes, spring salmon, &c. Formerly the pack was made up of 1-pound talls, whereas now the demand is for 'flats.'

Other changes are observable in the industry. The Indians and white fishermen have been largely displaced by Japanese. It is stated that 85 per cent of the Fraser river fishermen are Japanese, and in some canneries 90 out of every 100 employees are from Japan. Chinese labour prevailed in the packing establishments owing to its cheapness, but the price of that Oriental labour has immensely increased: $30 to $40 per month, in addition to board, being now paid by some canneries. The question of labour is one of the most serious to be faced in the Pacific salmon fishery as in so many other western industries. Hence labour-saving machinery is being increasingly introduced. Already salmon canning involves some of the most wonderful labour-saving machinery ever invented, including full lines of can-making machines, by which the tin cans are manufactured from tin plate, ready to be filled; fish cleaning machines by which the fish are opened and cleaned as thoroughly, and much faster, than by hand; fish-cutting machines by which the salmon are cut into pieces of the appropriate size for the cans; filling machines by which the cans are filled with fish at the rate of one can per second; topping machines by which the covers are fitted upon the filled cans; crimping machines by which the covers are crimped after being fitted, and soldering machines by which the covers are soldered on the filled cans—all working automatically and in conjunction with one another in the utmost harmony.

No question as to the cleanliness in handling the product can legitimately arise. It is scarcely touched by hand, and never carelessly treated, as the above enumeration of devices used in these great canneries demonstrates, while each establishment is kept as clean and sweet as a well regulated kitchen.

The Fisheries Commission authorized by the Dominion Government to investigate the fisheries in 1905 and 1906, paid visits of inspection to the various salmon canneries, especially those on the Fraser river, and their report upon the cleanliness of the methods adopted, the abundance of fresh water, and the rapidity characterizing the utilization of the fish after capture, was of the most reassuring and satisfactory nature, in view of the 'revelations' made public in the meat canning industry of the United States.

The process of handling the fish has often been described. But the following brief summary may be given. After the salmon reach the cannery they are conveyed to tables where the fish are cleaned, head and fins removed, and after being cut into small 'chunks' by machinery, they reach the women who act as 'fillers.' These fill the cans by hand and place them on a conveyor where they go to the crimping machine. As they pass through this, the cans are scrubbed till they fairly shine. In the washing of the exterior of the cans, steam is used. After this, it is a mechanical process pure and simple. The filled and topped cans drop on an incline through the soldering machine, and then the cans are allowed to cool, preparatory to being taken to the retort.

The first hot bath of the canned sockeye lasts thirty minutes.

Placed on tables, the cans are then pierced by a small hole at a marvellously rapid rate by trained employees. The vent allows the gas to escape as well as the surplus heat. Following the venting, which takes but a few minutes, the cans are again hermetically sealed and in they go to the steam retorts at a temperature of 240° F. and a pressure of 15 pounds to the square inch.

It is not possible for an atom of foreign matter to get into the cans of salmon in any of these various processes. The strictest care is exercised. In fact, the whole process is so rapid that there is absolutely no chance for contamination.

An hour and a quarter is the time given in the steam retorts. Here the sockeye becomes the tender, rich and well flavoured article of commerce in such demand. Every essential ingredient which nature implants in the sockeye is retained—not an iota is allowed to escape. The process makes absolutely certain the keeping qualities of the canned fish—it is not to be compared with any other treatment of fish of any kind. Trucks carry the canned product from the retorts, steaming hot, to the warehouses where the cans are cooled gradually.

Labelling by machinery comes next, after lacquering in the same manner, and then comes the casing. Here again machinery plays the main part. The boxes, made of spruce, utilizing thereby a great lumber product heretofore well nigh valueless, are supplied ready to piece together. The nailing machine in the hands of a skilful operator puts them together at a marvellous rate. Then the case is finished.

Many attempts have been made to fill the cans by machinery, but the result has never been perfectly satisfactory, the steaks of fish being pressed and jammed, so that bones, skin and scales are mingled together, and present a very undesirable appearance, whereas in hand-filled cans the pieces are carefully placed in the can, the skin and scales, as a rule, outside, and the appearance of the contents when opened is agreeable and appetising. More success has attended the effort to gut and clean the fish by machinery, thus avoiding the handling by Chinamen of the salmon fresh from the boats. The 'Iron Chink' or Smith cleaning machine was brought into use in 1905. It has the form of a large rotating wheel of complicated structure, and it is claimed that it cleans about 30,000 fish in a run of ten hours, and when running at full capacity does the work for which 51 expert Chinese cannery labourers were required. It needs about two horsepower to operate it. Only two operators are required to prepare a fish for the cleaning machine as it is now operated. The first man takes the fish as it comes down the elevator and guides it past a knife which cuts the head off. The second passes the fish by the knife which cuts off the tail. The fish is then ready for the machine and is placed in the feeding trough. It passes through the trough tail first and the back fins of the fish come into contact with a self-sharpening knife which trims off the large and small fins. An automatic feed in the trough works consistently with the clamps on the wheel, six in number, and the fish is caught in the clamp by the tail, carried up through a centering device which holds it firmly, when the back clamps close on it. Self-sharpening, self-adjusting knives at the top of the machine remove all the remaining fins in a uniform manner and the fish passes on down to the splitting saw, which is situated about one fourth of the way down from the top. The saw splits the fish in the exact centre, and it passes on, coming in contact with a rotary grappling device which removes the entrails and stirs up the blood on the backbone, leaving it ready to be washed out with the aid of a stream of water and a rotary brush. The fish then travels on to within three inches of where it entered the wheel, and released, it slides on to a conveyor. After that the fish passes through the remaining processes above described. If the fish vary very much in size, the machine is apt to miss removing some of the fins and some hand cleaning is often necessary after the fish, 'gutted and finned' comes from the 'chink'. The apparatus is already installed in some of the British Columbia canneries, and a great many were operated in the United States canneries. I saw it in use in the Pacific American Company's cannery at Bellingham. This is the largest salmon canning plant in the world, and during the past season seven lines of machinery were operated. The two machines which were in operation there supplied the seven lines of machinery which packed on an average 9,000 cases of sockeye salmon a day, and two or three days ran over the 10,000 mark. At no time during the entire season, while the scows were bringing in the fish from the traps, was the canning machinery delayed for fish to pack. The iron chink kept them continually supplied and the lines of machinery never were idle for want of fish and frequently there were from 30,000 to 70,000 fish cleaned ahead.

No doubt in small canneries, and in seasons when the run of salmon is limited, a costly machine of this character may be less economical than the method hitherto general of employing Chinese cleaners and Indian klootchmen and white women as fillers.

Recently, there have been signs of a movement northward of canners, who regard the Fraser river as in peril, owing to excessive fishing in the Straits of Georgia and Puget Sound. A great increase in the number of canneries in the north, and along the west coast of Vancouver Island is certain, within the next two or three years.

Perhaps the most remarkable development is that of the dog salmon industry. These fish until recently were regarded with contempt, but so great is the demand from the Japanese market that more than 3,000 tons, dry salted, were shipped last year from the province. Just as the turkey is the universal dish at Christmastide with us, so a salted dog salmon is the chief item at New Year feasts in Japan. The usual price is said to be 50 cents each in the Japanese markets Certain Japanese firms are prominent in the British Columbia dog salmon industry, and one of them salted over 58,000 of these fish in 1905, a total weight of nearly 200 tons (the salt salmon averaging 7 pounds, i e. 300 to a ton).

In the adjacent United States territories, especially in Alaska, this salt dog salmon industry has assumed importance, but the recent Japanese tariff bill provides that fish must be caught or taken by Japanese fishermen on board Japanese ships in order to secure free entry into the Mikado's dominions.

The United States laws will not permit Japanese fishermen carrying on the fishery in Japanese bottoms, and a duty of 2 yen per 132·9 lbs. (i.e. about $1 per 133 lbs.) will be exacted by the Japanese authorities. The United States Consul General at Yokohama recommended meeting the case as follows:—

'If it is the desire of the United States government to promote the export of dry salted dog salmon from Alaskan waters to Japan, it would seem to me that the simplest way to do this would be by letting the Japanese catch their own fish in Alaskan waters, charging them a tax on every dog salmon caught, and stipulating that no other kind of salmon be taken. There would be no trouble over this, as the habitat, etc., of the dog salmon is well known, and further, as they always run by themselves and do not mingle with sockeyes, king salmon and other high grade fish.

Dog salmon, outside of the Japanese market, have little, if any, commercial value in Alaska. They are not fit for canning purposes and at present are only caught for this market. As above stated, this will cease if the Japanese obtain the fishing rights which they expect from the Russians, but if Japanese were permitted to catch their own dog salmon in Alaskan waters there is no reason why they should not pay a tax of about 5 cents gold on each salmon caught, bringing in an annual revenue to the Alaskan territorial government of from $50,000 to $75,000.'

The consul believes that the present law should be changed for the reason that the sole market for Alaskan dog salmon lies in Japan and, inasmuch as the Russian fishery rights conceded by the treaty of Portsmouth are very problematical, a vast increase in the trade would be effected by complying with Japanese requirements for free entry. On the other hand, a royalty might be obtained by way of a tax on every dog salmon caught and stipulating that no other kind of salmon be taken.

The dog salmon industry in British Columbia, is, however, largely carried on by the Japanese themselves, who capture the salmon under license, and cure and prepare them according to their own methods.

Quinnat or spring salmon, cohoes, steelheads, &c., are also shipped frozen, smoked and variously prepared; indeed one firm is known to have sent 150 to 200 tons each season to the German, French and other European markets.

The methods of fishing legally permitted in the province are few. Drift or gill-nets of a prescribed mesh, purse and drag seines, and in a restricted stretch of coast, viz., from Victoria west along the shore of Vancouver Island, the staked trap-nets are licensed; but the use of traps was until recently prohibited and, in the permanent interest of the salmon supply, they are not permitted generally by the Dominion government, in whose hands the supreme jurisdiction rests. Enormous catches are at times made in salmon traps especially when there are big runs, no less than 340,000 salmon being taken by one trap of the Pacific American Fisheries Co, in Puget Sound in 1905. There is, however, great uncertainty in the working of salmon traps.

While the drift-nets are simply a hang net suspended from a line of corks or wooden floats, and attached at one end to the small row-boat of the gill-net fishermen, the trap-net is a much more costly and elaborate affair. The gill-net varies from 50 to 75 or even 100 or 110 meshes in depth, and is 150 to 300 fathoms in length, the mesh as defined by law being $5\frac{3}{4}$ to 7 inches in extension measure. The trap-net consists of a 'lead' or wall of net fixed to massive piles running out from shore 400 or 500 fathoms. It leads the fish into a terminal inclosure, the 'heart' the entrance being a narrow door or slit on each side of the 'lead.' A cone shaped 'tunnel' leads from the heart into the 'pot' or final trap, so that the fish passing through this horizontal funnel have no means of returning. Alongside the pot is a further quadrilateral inclosure called the 'spiller' into which the fish are admitted when the pot becomes filled and crowded with fish. In a 'big run' the pot has been known to become so packed with living salmon, that the sheer weight of the uppermost fish crushed and killed those on the bottom of the net. It is said that some catches in Puget Sound were so enormous that the bottom could not be raised and the 'brailer' or seine-like web passed beneath the fish in the pot and raised by means of a winch, could not be used. The pot had to be cut out and towed to the cannery. Traps cost from $5,000 to $15,000 or even $20,000 and in British Columbia, only 2 operated in 1904, 16 in 1905, and in 1906, 26 locations were licensed.

HALIBUT.

The halibut of British Columbia have an enviable repute. If not quite equal in whiteness and firmness to the Icelandic and North Sea fish, they are less overgrown and of finer texture. They do not reach the dimensions of European halibut, a length of five to six feet and weight of 250 pounds being exceptional, whereas much larger examples are common in the German ocean and are in great demand in the London markets. The waters between Queen Charlotte Island and the mainland, especially off Rose Spit, and off the west shore of Banks Island, were at one time veritably overcrowded with halibut. They literally 'paved' the bottom of the sea, indeed in 1893 an experienced fisherman informed me that the tug on which he was employed, secured 180,000 pounds of fine halibut in the short space of seven hours. Many fish were rejected owing to small size or, on the other hand, excessive dimensions. Some of the halibut weighed 140 lbs. and so crowded were the waters fished that the baited hooks scarcely reached the bottom before the fish took them. As a rule the sides of the fishing tugs had to be built up with boards in order to retain the excessive catches so easily and rapidly made. The halibut are scattered all over the straits, but regular migrations have been noticed, and where the waters of Dixon Entrance meet the currents, moving from the south through Hecate Straits, and food appears abundant, the fish thickly congregate there. The fish often move into very shallow water, and far up the deep inlets such as Gardner, Bute, and other inlets, the Indians from time immemorial have been in the habit of taking them. Along the west shore of Vancouver Island, halibut are plentiful, indeed, in the coast waters of the province generally these esteemed fish are captured. Further north in the Alaskan waters halibut occur, but in diminished numbers, while the once prolific areas northwest of Cape Flattery have long been 'played out,' a few small sailing vessels from Seattle still, however, obtaining catches there. Besides the fleet of New England Fishing Company's halibut tugs, there are a number of independent steamers engaged in halibut fishing, and operated by Canadian firms, one, the *Celestial Empire* being the first to use the otter trawl; but the *Flamingo* also operates that very effective form of net.

The steam vessels 130 to 150 feet in length which resort to the northern banks have 10 to 14 dories, each carrying two men, and these fish within a radius of seven or eight miles. From 7,000 to 10,000 lines of 'trawls' are used and the snoods are from three to six feet long, and salt or fresh herring is the bait mainly used. From the middle of September to the middle of March is the principal fishing period, but in May and early June many large halibut move into inshore shallows, especially on the east side of Graham Island. There the Indians have long been accustomed to take them. The New England Fish Company has received special concessions from the Dominion government and are the principal halibut fishing firm operating in British Columbia waters. These concessions, for which any foreign company is eligible, include permission to land and tranship in bond, through Canada to the United States, catches of fish caught in U. S. bottoms, and to purchase ice and supplies under rules laid down by the Hon. the Minister of Customs of Canada. Certain provincial firms also take part, and vessels from Seattle, Tacoma, etc., exploit the halibut banks. Boats of 60 or 70 tons propelled by motor power 50 or 60 HP. are coming into use, facilitating quick trips to the fishing grounds and back to the Puget Sound markets. The annual catch is officially valued at about $500,000, but this does not include halibut locally smoked, cured, etc. In spite of rumours that the banks are being destroyed, there is much evidence that the halibut are still more plentiful than on any other grounds in the world, and if some wise protection can be devised to prevent the destruction of fish at the spawning time, the industry has still a great future before it. Though the original abundance of the halibut has been reduced by excessive fishing yet single vessels during the past season have taken from 80,000 to 130,000 pounds of halibut in a single day ; indeed about the middle of August last the new halibut steamer *Manhattan* built in the United States for the New England Fishing Company secured the largest single catch recently recorded viz.: 170,000 lbs. of halibut, or 10,000 lbs. more than the steamer *New England* which about the same date brought down 160,000 lbs. of halibut. Most of these fish, indeed all the best catches are made at that time of the year near Goose Island between Princess Royal Island and Queen Charlotte Sound, and no great distance from shore. Certain steam halibut vessels are known to have cleared in one season $80,000 after paying the expenses of the several trips, and the catches after being shipped east would yield even larger returns to the wholesale and retail dealers. Reliable estimates put the annual catch of halibut in British Columbia waters at 20,000 to 25,000 tons in recent years, or nearly ten times the total weight of fresh water fish caught in Lake Winnipeg in a single year.

The incoming of vast numbers of settlers into the Northwest provinces, and the growth of new towns and settlements east and west of the Rocky mountains is already creating a market of great proportions for Pacific sea fishes. Fresh halibut will soon be in large demand there ; but other methods of sending these fish into markets can be adopted. Halibut, codfish and other Pacific fish products are readily canned, smoked, &c., and certain Seattle fish firms are developing a business on these lines. New enterprises of this nature are capable of rapid growth in British Columbia.

BLACK COD OR SKILL.

The black cod *(Anoplopoma fimbris)* abounds in the northern waters of the province, especially along the western shores of Queen Charlotte Islands. It favours deep water especially depths of from 70 to 90 fathoms, though it is found at depths of 200 to 250 fathoms. It is never caught in the surface waters and avoids shallows. The native Indians have long fished for this species in November and, again, in March and April, but it may be taken in other months though the Indians have not taken it at other times, being in December and the New Year season too much occupied with feasts and conviviality even if stormy weather did not prevent fishing operations then, while the salmon fishery, etc., occupied them at other times.

The black cod is a most delicious food fish, of firm and flaky texture, while it is white in colour and rich in flavour. It is flaky like the haddock, but richer in oil. Owing to this rich, oily character it is far more appetising than the drier and firmer true cod. It has been compared to the mackerel though not very appropriately, but is related to and indeed bears some resemblance on the table to the large whiting, *i.e.*, the true European whiting *(Gadus merlangus)* a fish wholly differing from the inferior, so-called whiting of our western waters.

The mouth of the black cod is tender, and to hook it successfully demands care. Very long lines are used, each line carrying 120 to 150 hooks fixed on snoods at regular intervals. The total cost of the fishing outfit does not exceed $30 or $40. Herring are the principal bait used, but the cuttlefish or squid, cut in small pieces, is far superior, being a more consistent and lasting lure. The boats used are of the ordinary Columbia type carrying two men and, in case of the Indians, their wives usually accompany them. In curing the fish it is usual to cut off the head and tail, remove the backbone and salt and split the fish. Experiments have been made in bottling and in canning these fish with good results, but ordinary salt-pickle has not on the whole been successful and when put up after the manner of salt-cod the fish 'rust' as a rule, while very strong pickle spoils their edible qualities. They are very apt to turn rancid when lightly salted, though some samples sent in a chilled condition to the east were pronounced very good. The most successful method has proved to be 'double' pickle; that is after pickling once, the fish are taken out and pickled a second time for from two to five days. The second pickle is boiled and the fish are replaced in that fluid after it has cooled and then shipped to market. Such fish have been in great demand where sample shipments have been tested.

OULACHON.

That the oulachon has not become a recognized fish in the best markets is a matter of surprise to most people who have learned to appreciate its rich and palatable qualities. It is a small fish, about the size of the smelt, and from the Naas river in the north to the Fraser river in the south, it occurs in great abundance from early in March to the middle of April. The schools entering the northern estuaries, especially the Naas, are incredibly vast. They crowd in so thickly that the Indians from an early period have been accustomed to make large catches by a very rude and, at first glance, inadequate method. Taking a pole about 10 feet in length, they insert nails, set about an inch and a half apart, and projecting like the teeth of a comb. Putting this implement over the side of his canoe, the Indian draws the pole quickly through the dense school of moving oulachon, and with a backward sweep, impales a number of the fish, which he shakes off the sharp teeth into the canoe and then repeats the operation. In two or three hours it is usual to secure in this simple fashion a boatload of these esteemed fish. Seines are in some localities used and small meshed gill-nets.

Like the smelt, the oulachon soon loses its delicate flavour, and when cooked and canned the flesh drops from the bones, so that it presents, when the can is opened, a jumbled, uninviting appearance. In a freshly caught condition it is a most delicious fish, and when salted, or rather pickled, it is after boiling, a very toothsome article of diet, being most digestible and nutritious. Indeed the flesh of the oulachon is stated to be as restorative to the wasted human system as cod-liver oil. Related as the oulachon is to the trout and salmon it has few bones and the flesh is solid and flaky. When cooked the flesh is easily removed by passing a fork along each side of the backbone and on that account it is more convenient for table use than most small fishes.

The oil, which is so abundant in the tissues of the oulachon, has very superior qualities and might be made commercially important. The flesh is so permeated with the oil that it is commonly called the candle fish, and by simply inserting a piece of pith through the axis of the fish, when dried, it may be used as a candle or torch, the pith burning like the wick of a well-filled lamp. The Indians merely press vast numbers of the fish into a wooden vat or barrel and allow the oil to ooze out by sheer pressure. It rapidly turns rancid and is most offensive in odour, but is highly relished by the Indians all along the British Columbia coast. Oulachon oil is a universally esteemed condiment. The Haida Indians who are unable to secure supplies of this fish on Queen Charlotte Islands are accustomed to cross over to the Naas and Skeena rivers, where they barter their halibut and other products for the much-prized oil. The oil is consumed with seaweed, berries, dried fish-roe, and, indeed, with every form of food. White settlers who have lived long upon the coast acquire a relish for this crude oil preparation, but a refined and clarified oil would be an attractive and merchantable article, if it were placed upon the market.

When the enormous schools of migrating oulachon crowd in solid masses into narrow estuaries to reach their spawning resorts, a short distance up from open sea, they are destroyed by every imaginable enemy, seals, porpoises, sea-birds, even bears and land animals join in the destruction. I have repeatedly found huge sturgeon whose stomachs were packed with partly digested oulachon.

No doubt some satisfactory method of preserving these delicate and esteemed fish will be soon found, and a new and remunerative industry would rapidly develop, while the oil would stimulate a demand owing to its medicinal properties.

SMELT.

Of the two species of smelts found in British Columbia waters little use has been made apart from limited captures, for the local markets. Both species *(Osmerus thaleichthys* and *Hypomesus pretiosus)* are plentiful in the fall and early months of the year. They are taken by means of small mesh drag seines in numerous estuaries and inlets, and a smelt industry could be rapidly developed by more systematic and business-like methods. The annual value of the smelt fishery is officially estimated at about $20,000 as compared with an annual value of $500,000 or $600,000 on the Atlantic coast of Canada. Inspector C. B. Sword recently pointed out in a report, regarding the smelt : 'As yet there has been no attempt to any extent to find a market for these fish abroad, and the figures given represent merely the local consumption * * * It can only be a question of time before, by shipping them in some form which will retain their flavour, a large and profitable export business will be carried on in them.'

There is a great opening in the Orient for dried smelts, and some United States firms have already pickled and dried large quantities, and a cured smelt industry is likely to assume large dimensions.

HERRING.

Herring are caught on every part of the British Columbia coast. Those in the more southerly areas, while incredibly plentiful, are of smaller size than the less abundant schools of the north, where the herring reach a size almost equalling the large Labrador herring. In the Straits of Georgia the schools in certain months of the year, usually the fall, may extend for many miles. Indeed in 1893 I was informed that a small tug passed for three hours through a continuous mass of migrating herring in the month of June, while I myself have seen in February dead herring thickly covering the surface of the sea near Nanaimo for a distance of over two miles. Purse seines of 1-inch extension measure were tried 14 or 15 years ago in March and April with considerable success. There seems to be little doubt, that, if the movements of the schools could be ascertained as, indeed, is possible only by an accurate scientific survey, herring could be captured in enormous quantities during the whole year as in Scottish and English waters. Until the present time, the fishermen have been content to await the arrival of the herring in the bays and inlets usually frequented by them at the close of the year and in the New Year. The principal centre of the fishery is Nanaimo and the vast schools, as a rule, move in about the middle of November. As an illustration I quote from a local journal of November 15 last the following :

'The patience of local fishermen was amply rewarded to night when the first shoal herring came rushing into the harbour in a perfect tempest of fright seeking shelter from the school of whales following them, spouting and blowing like porpoises. Immediately a large fleet of fishing boats put off and cast the nets as the herring swept around Protection island, as they had been on lookout night and day for the past ten days for the first run. By eleven o'clock the first cast had been hauled in and placed in casks totalling ten tons. The fishermen estimate that to-night's catch will reach twenty-five tons. To-night's run is only a slight corner of the immense quantity that will now visit the harbour daily.'

Until five or six years ago the herring apart from a very small local demand were practically unutilized, excepting for bait and for guano. The Indians collected quantities of herring spawn which they dried and used for food called 'skoe' (pronounced 'skir'), and, indeed, adopted the device of placing cedar boughs on the shallow spawning grounds, and to these boughs the herring attached their glutinous ova. A few Scottish fishermen are stated to have used herring drift or gill-nets in the open waters of Queen Charlotte Sound and the Straits of Georgia and to have taken a fine quality of herring in the month of August. The herring which crowd into shallow bays and estuaries are as a rule deteriorated. At any rate the first captures are the best in quality, and in the future no doubt steam herring drifters will be used as on the British coast. In my special report on Canadian herring curing, I pointed out that in order to produce a good cured herring it was necessary to take the herring at the proper time when in best condition. The most esteemed herring are the so-called matties or 'matjes', in which the roe and milt are only partly developed, while the 'full' herring with the roe large and fully formed, but not fat, are also in great request. The thin, spawned, or 'shotten' herring is of far inferior grade and it is these fish which have been hitherto largely taken in British Columbia.

There are many methods of putting up herring, but the greatest demand is for salted herring in pickle—these being mainly used by Germans, Russians and other peoples on the continent of Europe, who prefer to eat them raw with accompanying vegetables. Red herring, the deeply coloured, highly-smoked kind; bloaters, a dry lightly cured and very slightly smoked herring which will keep only a few days; kippers, a split well smoked variety which should be eaten within 8 or 10 days, and boneless herring, an industry developed recently on the coast of Maine, and demanding over 500 tons of herring per week after the close in the fall of the so-called sardine canning operations. These variously prepared herring if placed on the markets would create an immediate demand. There is also a good demand for canned herring, of which a large quantity is annually imported into Canada from Britain, but possibly on account of labour conditions, the establishment of a canned herring industry on a paying basis may not be possible.

At my suggestion the Dominion government has carried out an important experiment with a view to proving that the Pacific herring are not inferior to other herring for market purposes, and with the object, no less important, of improving the method of putting up pickled herring. Earnest efforts have been made at Nanaimo and other places to establish a cured herring industry during the last five or six years. Partial success only has resulted as the pickled fish packed in most excellent barrels brought as a rule $4 per barrel, whereas Scottish and Norwegian herring sold in the same markets for $11 to $12. A Scottish expert, with a staff of fisher girls who gut, select and pack the fish, and coopers who attend to the barrelling, have recently been at work and the sample shipment of Scottish-cured British Columbia herring will compare with any herring in the world. This experiment will be followed up. Already three or four enterprises, backed up with adequate capital, will embark immediately in the business on Scottish lines. There is no reason why the province should not put up as large a pack of the best herring as Scotland, which yields annually 250,000 to 350,000 tons of herring, valued, when pickled and ready for market, at no less than $5,000,000 to $6,000,000 per annum. The Scottish staff also prepared some superior 'kipper' and 'bloater' herring which sold at 12½c. per lb., but the preparation of kippers and well-smoked bloaters has been carried on for some time by several British Columbia firms. Certain bays and inlets on the west coast of Vancouver Island abound in excellent herring, and several lagoons in Queen Charlotte Islands swarm with immense schools, and in all these various localities herring factories are to be established. Apart from the 'pickled' herring business and the smoked herring and bloater trade a very extensive trade has grown up in dry-salted herring. In 1903 no less than 793 tons of these dry salt-cured fish were put up and shipped away by Japanese firms in British Columbia.

STURGEON.

In past times, as at present, salmon formed the staple food of the native coast tribes, but the diet was varied, on the Fraser river, by sturgeon especially in the early spring about the middle of April, or even as early as February, when these fish ascend from the sea. They frequented especially Pitt lake, 30 or 40 miles up the Fraser, and Harrison lake and river, 60 miles up the Fraser, and in the latter area Silver creek was the best fishing ground. There the Indians had been accustomed to catch quantities of sturgeon annually by means of trawls, each carrying about a dozen hooks baited with two pounds of salmon steak measuring eight or ten inches across. The spear and torch were also used. Gill-nets of stout twine were, about ten years ago, licensed by the Dominion government, and for three or four years there was quite a boom in sturgeon fishing.

Fish of enormous size were taken, some being stated to exceed 1,100 pounds in weight, while specimens ranging from 700 to 900 or 1,000 pounds were secured in numbers. The maximum catch was made in 1897, when a total amount of 1,137,696 pounds was shipped into the market, its value being not less than $50,000, apart from the valuable caviare of which, however, British Columbia sturgeon have not been found to be very productive. The fish were not only taken when migrating up the river, but remarkably large catches were made in Pitt lake. So remunerative was the fishing that a large body of fishermen immediately engaged in it, with the result in three years the catch fell to one-fifth of the amount above stated. At the present time not more than 30,000 to 40,000 pounds of sturgeon are annually taken, or about twice the amount of the total Columbia river catch. Vast numbers of small sturgeon are seen by the Fraser river salmon fishermen, hence with the enforcement of the present Canadian regulations the fishery will, in due time, be restored.

The movements of the sturgeon appear to be erratic, for in February, 1895, when the smelt came up the Fraser, the schools of sturgeon followed them as far as Harrison lake, and then apparently satiated with food they descended again. The highest sturgeon gill-nets at that time secured the first fish, and later the nets lower down began to take sturgeon.

Oulachon are a favourite food and attract the schools of sturgeon in April, but they appear to devour other small fish, as one specimen I examined (500 pounds weight) had about a bushel of chub and small fish in its stomach. Parties affirm that such small fish are often found alive inside the sturgeon. I have also found the stomach distended with hundreds of oulachon and smelts. They mainly feed on the offal thrown out by the salmon canneries, heads and tails been greedily swallowed, but one sturgeon in October contained six fine cohoe salmon.

CULTUS COD, RED COD OR ROCK BASS, WHITING, ETC.

A number of edible fishes abound along the rocky shores of the province, but are chiefly used to supply the local markets. The cultus cod (*Ophiodon elongatus*) is the principal of these minor fish. It weighs from four to eight or ten pounds and is caught by means of baited hooks and drag seines. The red cod has more the features of a bass than a codfish and in California it is often called black sea bass. Its scientific name is *Sebastodes mystinus* and it ranges from three pounds to ten or twelve pounds. Several other bass-like fishes are also largely sold. One species, *Sebastodes pinniger*, is generally styled the red rock cod and on the table it is most excellent. The name whiting is given to a species of hake, the merluccio of southern fishermen, and technically called *Merluccius productus*, but it does not rank high although salted and cured, it is in demand, and compares well with the Atlantic hake. The hake industry is, indeed, developing rapidly.

Flat fishes of kinds most acceptable for table use abound on all parts of the Canadian coast of the Pacific, and the recent use of the otter trawl in Queen Charlotte Sound, and further north, has revealed banks crowded with splendid fish called 'plaice,' 'sole,' &c., by the fishermen. Often five tons of these fish are killed along with one ton of halibut; but there being no market for them they are usually dumped overboard, and the halibut alone retained. A demand for these fine delicately flavoured flat fish can no doubt be created and this waste of good food avoided. The experimental use of poke nets or 'sparling' nets in the Straits of Georgia this season will also lead to the capture of new food fishes and the development of new industries.

PILCHARD, ANCHOVY AND SHAD.

These three valuable species occur more or less abundantly in southern British Columbia waters. The first named is caught along with the herring on the eastern and western shores of Vancouver Island and it is said to be very numerous in Barkley Sound, and adjacent inlets. In its small immature stages it is the 'sardine' of France, and investigations on the Pacific coast would reveal the resorts of these fish, and render possible a canned sardine industry whose products could successfully compete with the greatly esteemed European product. That the true anchovy is a British Columbia fish, has long been known. I obtained specimens myself in Burrard Inlet 12 years ago, but the migrations of this valuable species are at present unknown. Once ascertained, the British Columbia anchovy could be prepared as a paste, and supply the markets, which at present are supplied by the Mediterranean. Of the shad it is unnecessary to say much. The shad caught each season by British Columbia fishermen are the result of fry planted further south by the United States Fish Commission. That the waters of the province are favourable for these fish is proved and artificial culture would aid in establishing a supply permanently, and insuring a remunerative shad fishery.

TROUT AND WHITEFISH.

Of the various species of trout (spotted or cut-throat, rainbow, Dolly Varden and lake trout) inhabiting the British Columbia rivers, the first-named is alone of any commercial moment, between 300,000 and 400,000 pounds (nearly $40,000 in value) being annually marketed. They vary in quality in different rivers up which a great proportion of them migrate. Thus the Nimpkish spotted trout cannot be surpassed, while those of the Naas and the Fraser are much inferior.

The interior lakes and rivers furnish the purely fresh-water kinds of trout, chiefly of value for sporting purposes, but the whitefish (Williamson's whitefish *Coregonus quadrilateralis*) occurs in most waters distant from the sea, and like the large lake trout (*C. namaycush*) is netted under Dominion license. A dwarfed sockeye or red salmon also abounds in some lakes but does not descend to the sea, and is used locally for food.

SHELL-FISH.

The value of shell-fish marketed annually in the province exceeds $50,000, but it could be easily quadrupled. The delicious small Olympia oyster occurs on every suitable shallow flat in the Straits of Georgia and around Vancouver Island, and many leases were granted by the Federal government which required the lessees to protect and cultivate the mollusks. A large species comparable to the Atlantic oyster does not occur, the alleged specimens, hitherto secured, being valueless and inedible shell-fish. In some localities, however, a large variety of the Olympia oyster occurs. Eastern oysters have been planted on many occasions, but with more or less favourable results. The valuable Abalone or ear-shell (*Haliotis*) is very plentiful in many districts, especially around Queen Charlotte Island, and considerable fisheries have been developed. Clams, of several varieties, are also fished, and there are few sandy or muddy areas where these esteemed species are not exceedingly abundant. Canneries for preserving clams are already in operation, and others in progress, so that an extensive clam industry is rapidly developing.

CRABS, SHRIMPS AND PRAWNS.

Fine crabs are universally met with on the rocky shores of the province, and in the north, especially off Queen Charlotte Islands, very large examples abound. Quantities are taken for local consumption, and during the last ten years several parties have canned small quantities, but the industry has never reached large dimensions. Prawns and shrimps are taken in all the harbours, but the true lobster does not occur, though twice the Dominion government has transplanted a quantity from the Atlantic. Occasionally the spiny-lobster or crawfish (not the fresh-water crawfish) has been taken near

Victoria. It may possibly be plentiful, but no means have been taken to create a commercial fishery for it.

WHALES.

Many species of whales occur off the British Columbia coast, both whalebone and toothed whales. Occasionally sperm whales have been noticed, four, two males and two females, having been captured by the steamer of the Sechart Whaling Station during the past twelve months, the last caught in September was a gigantic specimen yielding nearly 170 barrels of oil, but the finners and sulphur-bottoms and humpbacks and blackfish or killers are the principal kinds. Some of these monsters exceed 100 feet in length, and one was observed this fall which was estimated to reach a length of 110 feet. Hitherto the schools of whales have been of no value to the province whatever, but the action of the Dominion government, by its encouragement of whale factories on modern principles, will create in a few years a vast and remunerative industry all along the coast. A trip from Victoria to the Naas river suffices to show how plentiful these valuable creatures are, as whales may be seen 'blowing' in schoosl of two to twenty individuals, all the way from the Straits of Georgia, north. Numerous factory sites have already been secured, and one whaling station has commenced operations at the entrance to Barkley Sound, Vancouver Island.

Nearly 250 whales, chiefly humpbacks and sulphur bottoms, have been captured in less than a year, some months (such as September) showing a record of over 50 whales killed. One of these whales will yield on an average 50 to 80 barrels of oil, and 4½ to 5 tons of dried guano, the oil bringing 30 to 40 cents per gallon, though the market fluctuates considerably and sperm oil is quoted at from 50 cents to 70 cents per gallon, while guano sells at $25 to $30 or more per ton. If the Pacific gray whale, one of the valuable 'right' whales, still survives in British Columbia waters, though exterminated some years ago off the California coast, an excessively remunerative industry is certain to grow rapidly. As it is, the whales, known to exist, furnish numerous important products when treated by the most recent mechanical and chemical methods. Oil, fertilizer, leather, glue, canned 'beef,' which is really prepared whale-flesh put up in beef cans, and even condensed milk from the female whale, are among the articles yielded by these creatures.

Pickled whales' tails are regarded with favour in Japan, and the large tail flukes, salted, have been shipped from Sechart, 40 barrels of them being sent about the middle of September.

The New York *Fishing Gazette* (Sept. 22, 1906) says of the whale meat market in the Orient:—Most of the whale meat consumed in Japan comes from Corea. The supply is limited and prices rule fairly high. It is consequently probable that before long British Columbia, where the catch is so great that whale flesh is even used as manure, may attempt to supply the Japan market with part of its enormous surplus. The idea seems a feasible one, reports the British consul at Nagasaki, though whaling is rapidly developing on modern lines in Japan, seven Norwegian whale steamers being already at work in Korea and north-east Japan, the industry only extending along those shores within the last twelve months. With the establishment of stations on the Japanese eastern coast the fleets are being augmented. It has been found that one steam whaler is sufficient to feed a single station, and when two new steamers from Christiania—the *Lightning* and the *Thunder*—reach their destination there will be in all nine stations—five on the Korean coast and four on the northeastern coast of Japan, the best whaling stations being off Sendal to the further north. The station to which Captain Oleson has been attached is at Chusai, 140 miles north of Yokohama. The harbours are poor in that locality, and it is necessary to tow the whalers brought in up the river by sampans to the stations. The whales, too, are more wary than those in British Columbia waters, which have not yet been so sharply hunted. Here on the Pacific coast harpoons can be fired from as near as seven or eight fathoms from the whale. In Japanese waters it is frequently necessary to shoot from 35 fathoms distance, with much less chance of killing the whale. Yet, as an evidence of the success of these new whaling ventures, one steamer in 1905 secured no less than 154 sulphur bottom whales in the Japanese waters referred to. Whalebone, ambergris, spermaceti and similar materials, will also add to the substantial profits which the newly organized whaling companies will without doubt secure.

DOGFISH, RATFISH, ETC.

For over twenty years oil from these fishes has been prepared in a desultory manner, at two or three "oileries" at Skidegate, Queen Charlotte Island, and other places, but several projects are now on foot for fully utilizing, as guano, fish-glue, etc., other products yielded by the sharks, dogfish and ratfish. The oil of the ratfish is especially valuable medicinally, and for preserving firearms, and the most recent extracting and cooking and drying machinery is being adopted, so that the present value of fish oil in the province, viz., about $100,000, will be doubled or trebled without difficulty. The canning of dogfish has been successfully tried in eastern Canada this year and the flesh when properly packed is by no means to be despised.

FISH OFFAL.

The fish waste from the canneries and halibut fisheries, has hitherto been practically unutilized. Several fish fertilizer factories have operated on the Fraser river and further north, but the immense quantity of 'gurry' annually produced has never been effectively treated More than 1,000 tons of fish guano are produced, at present, each season, valued at nearly $32,000. The Dominion government last year voted $10,000 as a guarantee to parties against loss, if the Fraser river offal were utilized by them, and the development of guano production on a large scale is being carried out at the present time. Certain Japanese and other firms captured herring in immense quantities, but as the use of food fish for manure is discouraged in Canada that branch of the fertilizer industry collapsed a year ago. The herring taken at Nanaimo for guano sold for $3.50 per ton f. o. b. on the scows, whereas the same quantity of fresh herring, cured and barrelled for the pickled fish markets, would realize $40 to $80 or even $100 per ton. Apart from herring, there remain vast quantities of non-edible fish and much fish offal, which offer an opportunity by modern mechanical methods of successful exploitation.

In this brief and hasty review of the various lines, upon which the fishing industries of the Pacific waters of the Dominion are pursued, no reference is made to the sealing, sea otter, and similar marine industries, partly because they are not strictly speaking, fishing enterprises at all and partly because, as compared with the salmon, halibut, herring, and other industries, they are of much inferior value. In the total value of the British Columbia fishing industries (nearly $9,850,000) they show a value in 1905 of about $331,152. The signs of rapid development, as indicated in the foregoing sketch are unmistakable and in a very few years the British Columbia fisheries should double their present annual money returns.

APPENDIX No. 1.

FISHING BOUNTIES.

The payments made for this service are under the authority of Act 54-55 Vic., cap. 42, intituled : 'An Act to encourage the development of the sea fisheries and the building of fishing vessels,' which provides for the payment of the sum of $160,000 annually, under regulations to be made from time to time by the Governor General in Council.

REGULATIONS.

The regulations governing the payment of fishing bounties are as established by the following Order in Council, dated December 10, 1897 :—

Order in Council.

AT THE GOVERNMENT HOUSE AT OTTAWA,

FRIDAY, the 10th day of December, 1897.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of 'The Bounty Act, 1891', 54-55 Victoria, chapter 42, and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the regulations governing the payment of fishing bounties established by order of the Governor in Council, dated the 24th August, 1894, shall be and the same are hereby rescinded, and the following regulations substituted therefor :—

1. Resident Canadian fishermen who have been engaged in deep sea fishing for fish other than shell-fish, salmon and shad, or fish taken in rivers, or mouths of rivers, for at least three months, and have caught not less than 2,500 pounds of sea-fish shall be entitled to a bounty ; provided always, that no bounty shall be paid to men fishing in boats measuring less than 13 feet keel, and not more than 3 men (the owner included), will be allowed as claimants in boats under 20 feet.

2. No bounty shall be paid upon fish caught in trap-nets, pound-nets and weirs, nor upon the fish caught in gill-nets fished by persons who are pursuing other occupations than fishing, and who devote merely an hour or two daily to fishing these nets but are not, as fishermen, steadily engaged in fishing.

3. Only one claim will be allowed in each season, even though the claimant may have fished in two vessels, or in a vessel and a boat, or in two boats.

4. The owners of boats measuring not less than 13 feet keel which have been engaged during a period of not less than three months in deep-sea fishing for fish other than shell-fish, salmon or shad, or fish taken in rivers or mouths of rivers, shall be entitled to a bounty on each such boat.

5. Canadian registered vessels, owned and fitted out in Canada, of 10 tons and upwards (up to 80 tons) which have been exclusively engaged during a period of not less than three months in the catch of sea-fish other than shell-fish, salmon or shad, or fish

taken in rivers, or mouths of rivers, shall be entitled to a bounty to be calculated on the registered tonnage which shall be paid to the owner or owners.

6. The three months during which a vessel must have been engaged in fishing, to be entitled to bounty, shall commence on the day the vessel sails from port on her fishing voyage and end the day she returns to port from said voyage.

7. Owners or masters of vessels intending to fish and claim bounty on their vessels must, before proceeding on a fishing voyage, procure a license from the nearest Collector of Customs or Fishery Overseer, said license to be attached to the claim when sent in for payment.

8. Dates and localities of fishing must be stated in the claim, as well as the quantity and kinds of sea-fish caught.

9. Ages of men must be given. Boys under 14 years of age are not eligible as claimants.

10. Claims must be sworn to as true and correct in all their particulars.

11. Claims must be filed on or before November 30 in each year.

12. Officers authorized to receive claims will supply the requisite blanks free of charge, and after certifying the same will transmit them to the Department of Marine and Fisheries.

13. No claim in which an error has been made by the claimant or claimants shall be amended after it has been signed and sworn to as correct.

14. Any person or persons detected making returns that are false or fraudulent in any particular will be debarred from any further participation in the bounty, and be prosecuted according to the utmost rigour of the law.

15. The amount of the bounty to be paid to fishermen and owners of boats and vessels will be fixed from time to time by the Governor in Council.

16. All vessels fishing under bounty license are required to carry a distinguishing flag, which must be shown at all times during the fishing voyage at the main-topmast head. The flag must be four feet square in equal parts of red and white, joined diagonally from corner to corner. Any case of neglect to carry out this regulation reported to the Department of Marine and Fisheries will entail the loss of the bounty, unless satisfactory reasons are given for its non-compliance.

JOHN J. McGEE,
Clerk of the Privy Council.

The bounty for the year 1905 was distributed on the basis authorized by the following Order in Council, approved by the Governor General on the 26th January, 1906.

On a Memorandum dated 20th January, 1906, from the Acting Minister of Marine and Fisheries, recommending that the sum of one hundred and sixty thousand dollars, payable under the provisions of the Act 54-55 Victoria, cap. 42, intituled : ‘An Act to amend chapter 96 of the Revised Statutes, intituled : “An Act to encourage the development of the Sea Fisheries and the building of fishing vessels,”’ be distributed for the year 1905-1906 upon the following basis :—

Vessels : The owners of the vessels entitled to receive bounty shall be paid one dollar ($1) per registered ton, provided, however, that the payment to the owner of any one vessel shall not exceed the sum of eighty dollars ($80), and all vessel fishermen entitled to receive bounty shall be paid the sum of seven dollars and ten cents ($7.10) each.

Boats : Fishermen engaged in fishing in boats, who shall also have complied with the regulations entitling them to receive the bounty, shall be paid the sum of three dollars and sixty-five cents ($3.65) each, and the owners of fishing boats shall be paid one dollar ($1) per boat.

JOHN J. McGEE,
Clerk of the Privy Council.

There were received for the year 1905, 13,186 claims, an increase of 435 as compared with 1904.

The number of claims paid during the year was 13,141, an increase of 470 as compared with the previous year.

There were $71,502 in bounties paid to vessels and their crews, and $87,044.65 to boats and boat fishermen, making the total payments during the year 1905, $158,546.65.

The number of vessels which received bounty during the year was 922, the total tonnage being 25,686 tons, an increase of 68 vessels and a decrease of 4 tons.

During the year bounty was paid on 12,219 boats and to 20,501 boat fishermen, being an increase of 402 boats and 423 men as compared with 1904.

DETAILED STATEMENT of Fishing Bounty Claims received and paid during the year 1905.

Province.	County.	Number of Claims.		
		Received.	Rejected and held in Abeyance.	Paid.
Nova Scotia	Annapolis	155		155
	Antigonish	124		124
	Cape Breton	470	3	467
	Cumberland	3		3
	Digby	509		509
	Guysborough	1,021	2	1,019
	Halifax	1,290	4	1,286
	Hants	1		1
	Inverness	364		364
	King's	49	1	48
	Lunenburg	916	2	914
	Pictou	13		13
	Queen's	140		140
	Richmond	767	3	764
	Shelburne	614		614
	Victoria	380	1	379
	Yarmouth,	218		218
	Totals	7,034	16	7,018
New Brunswick	Charlotte	395	3	392
	Gloucester	394	5	389
	Kent	49		49
	Northumberland	8		8
	Restigouche	1		1
	St. John	34		34
	Totals	881	8	873
Prince Edward Island	King's	512		512
	Prince	302		302
	Queen's	107		107
	Totals	921		921
Quebec	Bonaventure	853		853
	Gaspé	2,556	16	2,540
	Rimouski	113	4	109
	Saguenay	828	1	827
	Totals	4,350	21	4,329
	Grand totals	13,186	45	13,141

DETAILED STATEMENT of Fishing Bounties paid to Vessels in each County during the Year 1905.

Province.	County.	Number of Vessels.	Tonnage.	Average Tonnage.	Number of Men.	Amount paid.
						$ cts.
Nova Scotia	Annapolis	9	179	19·89	49	526 90
	Antigonish	1	17	17·00	4	45 40
	Cape Breton	14	232	16·57	58	643 80
	Cumberland	2	31	15·50	5	66 50
	Digby	53	1,340	25·28	396	4,144 15
	Guysborough	61	1,113	18·24	308	3,299 80
	Halifax	69	1,671	24·21	445	4,830 50
	Hants					
	Inverness	27	372	13·41	139	1,358 90
	King's	2	38	19·00	6	80 60
	Lunenburg	157	11,336	72·20	2,479	28,936 90
	Pictou	1	16	16·00	3	37 30
	Queen's	8	176	22·00	45	495 50
	Richmond	61	1,427	23·39	377	4,103 70
	Shelburne	93	1,759	18·91	508	5,365 80
	Victoria	8	92	11·50	35	340 50
	Yarmouth	54	1,441	26·68	381	4,146 10
	Totals	620	21,240	34·25	5,238	58,422 35
New Brunswick	Charlotte	44	771	17·52	164	1,935 40
	Gloucester	204	2,519	12·34	812	8,284 25
	Kent					
	Northumberland	5	84	16·80	17	204 70
	Restigouche	1	26	26·00	4	54 40
	St. John	10	200	20·00	38	469 80
	Totals	264	3,600	13·63	1,035	10,948 55
Prince Edward Island	King's	16	357	22·31	69	846 90
	Prince	7	153	21·85	33	387 30
	Queen's	5	77	15·40	23	240 30
	Totals	28	587	20·96	125	1,474 50
Quebec	Bonaventure					
	Gaspé	7	123	17·57	35	371 50
	Rimouski					
	Saguenay	3	136	45·33	21	285 10
	Totals	10	259	25·90	56	656 60
	Grand totals	922	25,686	27·85	6,454	71,502

DETAILED STATEMENT of Fishing Bounties paid to Boats in each County during the Year 1905, showing also total amount paid to Vessels and Boats for the Year.

Province.	County.	Number of Boats.	Number of Men.	Amount paid.	Total Bounty paid to Vessels and Boats in 1905
				$ cts.	$ cts.
Nova Scotia	Annapolis	146	231	989 15	1,516 05
	Antigonish	123	176	765 40	810 80
	Cape Breton	453	811	3,413 95	4,057 75
	Cumberland	1	2	8 30	74 80
	Digby	456	823	3,452 65	7,596 80
	Guysborough	958	1,526	6,527 90	9,827 70
	Halifax	1,217	1,643	7,213 95	12,044 45
	Hants	1	1	4 65	4 65
	Inverness	337	622	2,607 30	3,966 20
	King's	46	65	283 25	363 85
	Lunenburg	757	904	4,056 60	32,993 50
	Pictou	12	15	66 75	104 50
	Queen's	132	212	905 80	1,401 30
	Richmond	703	1,101	4,721 85	8,825 55
	Shelburne	521	874	3,711 10	9,346 90
	Victoria	371	561	2,418 65	2,759 15
	Yarmouth	164	255	1,094 75	5,249 85
	Totals	6,398	9,822	42,242 00	100,664 35
New Brunswick	Charlotte	348	490	2,136 50	4,071 90
	Gloucester	185	435	1,773 15	10,057 40
	Kent	49	78	333 70	333 70
	Northumberland	3	6	24 90	229 60
	Restigouche	....	....	....	54 40
	St. John	24	38	162 70	632 50
	Totals	609	1,047	4,430 95	15,379 50
Prince Edward Island	King's	496	783	3,354 15	4,201 05
	Prince	295	620	2,558 00	2,945 30
	Queen's	102	227	930 55	1,170 85
	Totals	893	1,630	6,842 70	8,317 20
Quebec	Bonaventure	853	1,487	6,280 55	6,280 55
	Gaspé	2,533	4,937	20,553 75	20,925 25
	Rimouski	109	161	696 65	696 65
	Saguenay	824	1,417	5,998 05	6,283 15
	Totals	4,319	8,002	33,529 00	34,185 60
	Grand totals	12,219	20,501	87,044 65	158,546 65

GENERAL STATISTICS.

The fishing bounty was first paid in 1882.

The payments were made each year on the following basis:—

1882, vessels $2 per ton, one half to the owner and the other half to the crew. Boats at the rate of $5 per man, one-fifth to the owner and four-fifths to the men.

1883, vessels $2 per ton, and boats $2.50 per man, distributed as in 1882.

1884, vessels $2 per ton, as in 1882 and 1883.

Boats from 14 to 18 feet keel	$1 00
" 18 to 25 "	1 50
" 25 feet keel upwards	2 00
Boat fishermen	3 00

1885, 1886 and 1887, vessels $2 per ton as in previous years. Boats measuring 13 feet keel having been admitted in 1885, the rates were:—Boats from 13 to 18 feet keel, $1; from 18 to 25 feet keel, $1.50; from 25 feet keel upwards, $2, and fishermen $3 each.

1888, vessels $1.50 per ton, one-half each to owner and crew. Boats, the same as 1885, 1886 and 1887.

1889, 1890 and 1891, vessels $1.50 per ton as in 1888. Boats $1 each. Boat fishermen $3.

1892, vessels $3 per ton, one-half each to owner and crew. Boats $1 each. Boat fishermen $3.

1893, vessels $2.90 per ton, paid as formerly. Boats $1 each. Boat fishermen $3.

1894, vessels $2.70 per ton, distributed as in previous years. Boats $1 each. Boat fishermen $3.

1895, vessels $2.60 per ton, half each to owner and crew. Boats $1 each. Boat fishermen $3.

1896, vessels $1 per ton, which was paid to the owners, and vessel fishermen $5 each, clause No. 5 of the regulation having been amended accordingly. Boats $1 each, and boat fishermen $3.50 per man.

1897, vessels $1 per ton, and vessel fishermen $6 each. Boats $1 each, and boat fishermen $3.50 per man.

1898, vessels $1 per ton, and vessel fishermen $6.50 each. Boats $1 each, and boat fishermen $3.50 per man.

1899, vessels $1 per ton, and vessel fishermen $7 each. Boats $1 each, and boat fishermen $3.50 per man.

1900, vessels, $1 per ton, and vessel fishermen $6.50 each. Boats $1 each, and boat fishermen $3.50 per man.

1901, vessels $1 per ton, and vessel fishermen $7 each. Boats $1 each, and boat fishermen $3.50 per man.

1902, vessels $1 per ton, and vessel fishermen, $7.25 each. Boats $1 each, and boat fishermen $3.80 per man.

1903, vessels $1 per ton, and vessel fishermen $7,30 each. Boats $1 each, and boat fishermen $3.90 per man.

1904, vessels $1 per ton, and vessel fishermen $7.15 each. Boats $1 each, and boat fishermen $3.75 per man.

1905, vessels $1 per ton, and vessel fishermen $7.10 each. Boats $1 each and boat fishermen $3.65 per man.

Since 1882, 19,653 vessels, totalling a tonnage of 685,030 tons, have received the bounty. The total number of vessel fishermen which received bounty is 149,869, being an average of about 7 men per vessel.

The total number of boats to which bounty was paid since 1882 is 324,256, and the number of fishermen 592,155. Average number of men per boat 2.

The highest bounty paid per head to vessel fishermen was $21.75 in 1893; the lowest 83 cents, while the highest to boat fishermen was $4, the lowest $2.

The general average paid per head is $5.11.

COMPARATIVE STATEMENT by Provinces for the Years 1882 to 1905, inclusive, showing :—
(1) Total number of Fishing Bounty Claims received and paid by the Department of Marine and Fisheries.

Year.	Nova Scotia.		New Brunswick.		P. E. Island.		Quebec.		Total.	
	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.
1882...	6,730	6,613	1,257	1,142	1,169	1,100	3,162	3,117	12,318	11,972
1883...	7,171	7,076	1,693	1,579	1,138	1,106	3,602	3,325	13,604	13,086
1884...	7,007	6,930	1,252	1,224	923	885	3,470	3,429	12,652	12,468
1885...	7,646	7,599	1,609	1,588	1,117	1,025	3,943	3,912	14,315	14,124
1886...	7,639	7,702	1,767	1,763	1,131	1,080	4,275	4,355	14,812	14,900
1887...	8,262	8,227	1,975	1,958	1,201	1,126	4,138	4,105	15,576	15,416
1888...	8,481	8,429	2,065	2,026	1,153	834	4,328	4,310	16,027	15,599
1889...	8,816	8,523	2,428	2,392	1,211	1,511	4,664	4,652	17,119	17,078
1890...	9,337	9,429	2,522	2,469	1,352	1,257	4,860	4,804	18,071	17,959
1891...	10,242	10,063	2,831	2,084	1,482	1,446	5,108	4,913	19,663	18,506
1892...	8,272	8,186	1,067	1,001	1,065	1,051	4,425	4,204	14,829	14,442
1893...	7,926	7,844	967	881	1,027	1,012	4,059	3,898	13,979	13,635
1894...	8,640	8,600	925	911	983	963	3,948	3,876	14,496	14,350
1895...	8,835	8,825	979	975	1,009	1,025	3,904	3,955	14,727	14,780
1896...	8,597	8,562	1,137	1,064	1,111	1,120	4,366	4,229	15,211	14,975
1897...	8,450	8,418	1,042	991	1,175	1,171	4,180	4,149	14,847	14,729
1898...	8,446	8,347	934	917	1,143	1,145	4,156	4,092	14,679	14,501
1899...	7,894	7,754	849	825	1,016	947	4,134	4,102	13,893	13,628
1900...	7,484	7,452	904	904	1,119	1,169	4,264	4,251	13,771	13,776
1901...	7,346	7,344	829	826	941	937	4,277	4,267	13,393	13,374
1902...	6,710	6,671	802	794	913	912	4,371	4,346	12,796	12,723
1903...	6,297	6,284	832	830	978	974	4,110	4,090	12,217	12,178
1904...	6,750	6,732	879	866	1,027	994	4,095	4,079	12,751	12,671
1905...	7,034	7,018	881	873	921	921	4,350	4,329	13,186	13,141
Total.	190,012	188,628	32,426	30,883	26,305	25,711	100,189	98,789	348,932	344,011

(2) NUMBER of vessels, tonnage and number of men which received Bounty in each year.

YEAR.	NOVA SCOTIA.			NEW BRUNSWICK.			P. E. ISLAND.			QUEBEC.			TOTAL.		
	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.
1882....	588	22,841	5,343	120	2,171	531	15	389	74	63	2.210	538	786	27,611	6,486
1883....	700	29,788	6,238	126	2,102	496	16	450	66	62	2,236	443	904	34,576	7,243
1884....	700	29,828	6,327	139	2,289	560	16	582	92	56	1.965	382	911	34.664	7.361
1885....	629	27,709	5.897	128	2,120	496	19	597	113	55	1,791	317	831	32,217	6,823
1886....	562	25,375	5,022	145	2,628	520	32	1,071	215	52	1,730	320	791	30,804	6,077
1887....	566	24.520	4,900	154	2.889	563	38	1,677	338	54	1,883	334	812	30,969	6,135
1888....	589	26,008	5,450	150	2,545	544	37	1,245	249	51	1,842	388	827	31,640	6,631
1889....	597	27.123	5,684	153	2,590	565	35	1,274	239	48	1,729	330	833	32.716	6,818
1890....	540	23,955	4,935	133	2,129	447	32	1,002	203	34	1,182	220	739	28,268	5,805
1891....	527	22,780	4,618	124	2,051	411	27	778	155	27	924	168	705	26,533	5,352
1892....	507	22,279	4,611	108	1,683	343	30	983	139	23	803	159	668	25,748	5,252
1893....	536	23.195	4,780	210	2.922	634	27	910	151	32	952	179	805	27,979	5,744
1894....	602	24,735	5,077	238	3,189	721	21	594	114	38	1,066	178	899	29,584	6,090
1895....	603	25,018	5,184	238	3,107	764	27	769	129	39	1,262	173	907	30,156	6,250
1896....	553	23,415	4,607	250	3,337	800	23	656	114	36	1,143	144	862	28,551	5,665
1897....	507	21,323	4,829	239	3,079	816	20	490	109	24	833	116	790	25,725	5,870
1898....	505	20,868	4.840	239	3.155	859	24	561	125	16	524	77	784	25,108	5,901
1899....	519	22,538	5,323	238	3,131	885	15	373	76	17	497	78	789	26,539	6,362
1900....	525	22,474	5,352	234	2,969	890	29	737	153	14	459	76	802	26,639	6,471
1901 ...	508	21,469	5,158	242	3,229	872	23	541	115	13	366	69	786	25,605	6,214
1902 ..	505	21,248	5,126	249	3,293	972	28	630	135	13	350	51	795	25,521	6,284
1903....	546	21,992	5,173	259	3,454	971	36	765	169	10	290	48	851	26,501	6,361
1904....	552	21,285	5,040	257	3,429	981	30	594	126	15	382	73	854	25,690	6,220
1905....	620	21,240	5,238	264	3,600	1,035	28	587	125	10	259	56	922	25,686	6,454
Total...	13,586	573,006	124,752	4,637	67,091	16,676	628	18,255	3,524	802	26,678	4,917	19,653	685,030	149,869

(3) NUMBER of Boats and boat fishermen which received Bounty in each year.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P. E. ISLAND.		QUEBEC.		TOTAL.	
	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.
1882	6,043	12,130	1,024	2,530	1,087	3,070	3,071	5,716	11,225	23,446
1883..........	6,458	13,553	1,453	3,309	1,098	3,106	3,266	6,188	12,275	26,156
1884.	6,257	12,669	1,086	2,505	869	2,346	3,344	6,416	11,556	23,936
1885...........	6,970	13,396	1,460	3,254	1,006	2,606	3,857	7,485	13,293	26,741
1886...........	7,140	13,351	1,618	3,567	1,048	2,547	4,303	7,981	14,109	27,446
1887.....	7,662	13,997	1,804	3,994	1,088	2,711	4,051	7,550	14,605	28,252
1888....	7,840	14,115	1,876	4,148	797	2,141	4,259	7,852	14,772	28,256
1889...........	7,926	14,118	2,237	5,032	1,475	3,568	4,602	8,807	16,240	31,525
1890..........	8,886	15,738	2,324	5,242	1,192	3,024	4,766	9,241	17,168	33,245
1891	9,525	16,552	1,928	4,126	1,383	3,427	4,865	9,402	17,701	33,507
1892	7,679	12,307	893	1,765	1,021	2,047	4,181	7,693	13,774	23,812
1893..	7,308	11,748	671	1,314	985	1,962	3,866	7,245	12,830	22,269
1894.....	7,956	12,899	661	1,281	913	1,813	3,821	7,139	13,351	23,132
1895.....	8,222	13,106	737	1,434	998	2,141	3,916	7,877	13,873	24,558
1896.	8,008	12,454	814	1,553	1,095	2,126	4,189	7,688	14,106	23,821
1897...........	7,911	12,542	752	1,351	1,151	2,147	4,125	7,572	13,939	23,612
1898......	7,872	12,438	678	1,237	1,121	2,199	4,076	7,627	13,747	23,501
1899...	7,235	11,305	587	1,027	932	1,710	4,085	7,696	12,839	21,738
1900...........	6,927	10,645	670	1,184	1,140	2,198	4,237	8,004	12,974	22,031
1901.....	6,836	10,464	584	1,001	914	1,735	4,254	8,017	12,588	21,217
1902.....	6,166	9,442	545	966	884	1,638	4,333	8,180	11,928	20,226
1903.....	5,738	8,775	571	964	938	1,722	4,080	7,688	11,327	19,149
1904.....	6,180	9,556	609	1,082	964	1,792	4,064	7,648	11,817	20,078
1905...........	6,398	9,822	609	1,047	893	1,630	4,319	8,002	12,219	20,501
Total......	175.143	297,122	26,191	54,913	24,992	55,406	97,930	184,714	324,256	592.155

(4) TOTAL Number of men receiving Bounty in each year.

Year.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Total.
	No. of Men.	No. of Men.	No. of Men.	No. of Men.	
1882	17,473	3,061	3,144	6,254	29,932
1883	19,791	3.805	3,172	6,631	33,399
1884	18,996	3,065	2,438	6,798	31,297
1885	19,293	3,750	2,719	7,802	33,564
1886	18,373	4,087	2,762	8,301	33,523
1887	18,897	4,557	3,049	7,884	34,387
1888	19,565	4,692	2,390	8,240	34,887
1889	19,802	5,597	3,807	9,137	38,343
1890	20,673	5,689	3,227	9,461	39,050
1891	21,170	4,537	3,582	9,570	38,859
1892	16,918	2,108	2,186	7,852	29,064
1893	16,528	1,948	2,113	7,424	28,013
1894	17,976	2,002	1,927	7,317	29,222
1895	18,290	2,198	2,270	8,050	30,808
1896	17,061	2,353	2,240	7,832	29,486
1897	17,371	2,167	2,256	7,688	29,482
1898	17,278	2,096	2,324	7,704	29,402
1899	16,628	1,912	1,786	7,774	28,100
1900	15,997	2,074	2,351	8,080	28,502
1901	15,622	1,873	1,850	8,086	27,431
1902	14,568	1,938	1,773	8,231	26,510
1903	13,948	1,935	1,891	7,736	25,510
1904	14,596	2,063	1,918	7,721	26,298
1905	15,060	2,082	1,755	8,058	26,955
Total	421,874	71,589	58,930	189,631	742,024

(5) TOTAL annual payments of Fishing Bounty.

YEAR.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1882	106,098 72	16,997 00	16,137 00	33,052 75	172,285 47
1883	89,432 50	12,395 20	8,577 14	19,940 01	130,344 85
1884	104,934 09	13,576 00	9,203 96	28,004 93	155,718 98
1885	103,999 73	15,908 25	10,166 65	31,464 76	161,539 39
1886	98,789 54	17,894 57	10,935 87	33,283 61	160,903 59
1887	99,622 03	19,699 65	12,528 51	31,907 73	163,757 92
1888	89,778 90	18,454 92	9,092 96	32,858 75	150,185 53
1889	90,142 51	21,026 79	13,994 53	33,362 71	158,526 54
1890	91,235 64	21,108 33	11,686 32	34,210 72	158,241 01
1891	92,377 42	17,235 96	12,771 30	34,507 17	156,891 85
1892	100,410 39	10,864 61	9,782 79	29,694 35	159,752 14
1893	108,060 67	12,524 09	9,328 62	28,320 72	158,234 10
1894	111,460 03	12,690 80	7,875 79	28,040 18	160,066 80
1895	110,765 27	12,919 32	9,285 13	30,598 27	163,567 99
1896	98,048 95	13,602 88	9,745 50	32,992 44	154,389 77
1897	102,083 50	13.454 50	9,809 00	32,157 00	157,504 00
1898	103,730 00	13,746 00	10,188 00	31,795 00	159,459 00
1899	106,598 50	13,514 50	7,822 00	32,065 00	160,000 00
1900	101,448 00	13,562 50	10,589 00	33,203 00	158,802 50
1901	101,024 50	13,420 50	8,335 50	33,161 50	155,942 00
1902	100,455 70	14,555 80	8,716 55	36.125 45	159,853 50
1903	99,714 15	14,872 75	9,652 50	34,704 30	158,943 70
1904	99,286 44	15,110 80	9,179 35	33,651 65	157,228 24
1905	100,664 35	15,379 50	8,317 20	34.185 60	158,546 65
Total	2,419,161 53	364,515 22	243,721 17	763,287 60	3,790,685 52

LIST of Vessels which received Fishing Bounty during the Year 1905-06.

PROVINCE OF NOVA SCOTIA.

ANNAPOLIS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $	cts.
80093	Anna K.	St. John	14	Edward Fales	Margaretville	1	21	10
103066	Eddie J.	Yarmouth	22	David Hayden	Thorne's Cove	10	93	00
107478	Jessie C.	Digby	10	W. H. Sabean	Port Lorne	...	10	00
111998	Jessie K.	Annapolis	11	Norman Gregory	Parker's Cove	4	39	40
83461	Josie L. Day	Digby	16	Bernard Longmire	Hilsburn	7	65	70
85534	Lloyd	Yarmouth	31	W. H. Anderson	Parker's Cove	11	109	10
100539	Rowena	Digby	10	John F. Peters	Litchfield	3	31	10
107293	S. C. H.	Annapolis	49	John S. Hayden	Victoria Beach	11	127	10
116233	Wild Rose	Digby	16	Lewis Sabean	Port Lorne	2	30	20

ANTIGONISH COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $	cts.
103542	Emma Brow	Halifax	17	J. J. Brow	H'rb'r au Bouché	4	45	40

CAPE BRETON COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $	cts.
112376	Agnes	Arichat	15	Patrick Wadden	Scatarie	4	43	40
100846	Albatross	Lunenburg	26	John Arsenault	Alder Point	7	75	70
100389	Annie F.	Sydney	13	John Farrell	Main à Dieu	3	34	30
100372	Betsy Jane	"	11	Samuel Moore	Little Bras d'Or.	5	46	50
85381	Champion	"	19	Jno. Williams	Louisburg	5	54	50
90834	Diego	Port Medway	27	Thos. Peach	Port Morien	7	76	70
75571	Fanny	Liverpool	16	Harry Annesty	North Sydney	2	30	20
103412	Minnie B.	Lunenburg	25	W. T. Eastman	"	3	46	30
107375	Minnie B.	Sydney	10	Jacob Rogers	"	3	31	30
107360	Ovando	"	11	Patrick Campbell	Main à Dieu	2	25	20
100566	Rob S.	Halifax	21	Gilbert Tutty	Big Lorraine	4	49	40
107376	Rozzie	Sydney	17	Robt. Fudge	North Sydney	4	45	40
107359	Victoria	"	11	James Gibbs	Big Lorraine	4	39	40
107351	Wilfrid Laurier	"	10	Philip May	North Sydney	3	31	30

CUMBERLAND COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $	cts.
77786	Hesperus	Halifax	17	Riley Lewis	Apple Riv. West	2	31	20
103593	Jessie & Ada	Charlottetown	14	Geo. Heather	Pugwash	3	35	30

DIGBY COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $	cts.
107476	Addie B.	Digby	13	A. Thompson	Westport	6	55	60
112286	A. E. Moore	"	11	A. R. Bailey	"	4	39	40
111528	Alart	"	11	B. Doucette	Mavillette	4	39	40
116235	Alcyone	"	52	Howard Anderson	Digby	13	144	30
107807	America	St. John	16	Reuben Thurber	Freeport	5	51	50
111524	Annie Laurie	Digby	10	Robt. Perry	"	3	31	30
90655	Annina	Yarmouth	12	Stephen Haynes	Digby	5	47	50
112102	Ariadne	St. John	48	H. Outhouse	Tiverton	13	140	30
100547	B. and C.	Digby	14	Edwin Hains	Freeport	5	49	50
100813	Blanche	Barrington	23	D. Outhouse	Tiverton	9	86	90
111897	Burque Brothers	Weymouth	10	P. Burque	Church Point	5	45	50
111898	Catherine	"	11	Mede Belliveau	Grosses Coques	4	39	40
74331	Condor	Yarmouth	11	Howard Titus	Westport	4	39	40
116236	Cora May	Digby	64	Chas. E. Finigan	Freeport	16	177	60

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

DIGBY COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							$	cts.
103181	Curlew	Digby	63	Geo. Denton	Westport	19	197	90
107112	Daisy Linden	"	97	David Sproule	Digby	5	115	50
116239	Edna L	"	11	K. H. A. Lewis	Rossway	2	25	20
77740	Elmer	"	15	Wm. Ross	Digby	8	71	80
103749	Emerald	"	29	Edward Keans	"	12	114	20
116446	Emerson Faye	Shelburne	47	Milton Hains	Freeport	14	146	40
121657	Emily C	Yarmouth	11	Nicholas Comeau	Meteghan	4	39	40
107604	Emma D	Weymouth	20	F. S. Doucette	Mavillette	6	62	60
111527	Etta H	Digby	10	Jas. Buckman	Westport	3	31	30
112281	Eveline	"	22	Geo. Trahan	Meteghan	5	57	50
74329	Fairy Queen	Yarmouth	13	Wallace Coggins	Westport	3	34	30
107480	Hattie & Eva	Digby	11	Edwin Hains	Freeport	4	39	40
111688	Hazelwood	Shelburne	29	G. C. Stevens	"	10	100	00
111530	Island Girl	Digby	10	M. Sollows	"	3	31	30
100064	Isma	St. John	31	Arthur Hicks	Westport	10	102	00
116234	J. W	Digby	14	J. W. Tidd	Whale Cove	7	63	70
111525	James W. Cousins	"	87	J. F. Milberry	Digby	28	278	80
111838	Lavinia D	"	21	J. Doucette	Mavillette	7	70	70
116210	Lucy A.	Yarmouth	32	J. T. Therio	Meteghan	10	103	00
121691	Maccabe	"	10	Edison Ellis	Mavillette	4	38	40
116237	Maple Leaf	Digby	10	H. P. Denton	Westport	3	31	30
107477	Maudie Ellen	"	14	David Sproule	Digby	3	35	30
103184	Mayflower	"	26	J. W. Snow	"	4	54	40
111896	May Queen	Weymouth	15	Moses Tibodeau	Church Paint	6	57	60
116232	Nettie M	Digby	12	Wm. McDormand	Westport	5	47	50
100895	New Home	Weymouth	31	Arthur Doucette	Mavillette	10	102	00
116660	Nora	Yarmouth	11	P. Doucette	"	6	53	60
112285	Ospray	Digby	15	F. H. Corning	Beaver River	4	43	40
111834	Rosan	"	11	F. J. Doucette	Mavillette	4	39	40
111835	Roxana	"	11	Ainsley Titus	Westport	2	25	20
107334	Shamrock	Yarmouth	17	R. Thurber	Freeport	5	52	50
112289	Souvenir	Digby	27	J. O. Robichaud	Meteghan	10	98	00
111840	Sparrow	"	29	M. T. Thereault	"	6	70	60
107610	St Bernard	Weymouth	24	J. D. Weaver	Belliveau Cove	9	87	90
100609	Swan	Shelburne	56	Milton Hains	Freeport	13	148	30
103179	Trilby	Digby	31	F. S. Lent	"	10	102	00
94694	Utah & Eunice	"	33	Edwin Hains	"	9	96	90
103711	Venite	"	24	Jesse Ellis	Hartford	5	59	50
100543	W. Parnell O'Hara.	"	79	Jos. E. Snow et al	Digby	13	171	30

GUYSBORO' COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
90866	Alice	Halifax	12	James Hemlow	Liscomb	5	47	50
107992	Alice J. Davis	Canso	20	Edward Hearn	Canso	7	69	70
111422	Annie B.	Halifax	26	Benj. Boudrot	Port Felix	4	54	40
112021	Annie M	Canso	29	John Leary.	Queensport	5	64	50
112016	Blanche	"	13	Simon Williams	Canso	5	48	50
103537	Bonacord	Halifax	12	B. L. Pelrine.	Larry's River	5	47	50
112020	Bonny Kate.	Canso	14	R. Meagher	Canso	6	56	60
112375	C. G. Munroe	Arichat	14	Chas. Mosher.	White Head	5	49	50
116734	Cora Lee	Halifax	16	L. Kaiser	Beckerton	3	37	30
38418	Dolphin	Arichat	36	W. S. Peart	Guysboro	3	57	30
103328	Ella May	Pt. Hawkesbury	34	Hibbert Carr.	Mulgrave	7	83	70
116347	Ethel	Arichat	11	Jas. Sinclair	Canso	5	46	50
116890	Ethel G	"	12	Daniel George	L. White Head.	5	47	50
116882	Fiona	"	10	M. Pelrine	Larry's River	5	45	50
117093	Florence D	"	11	H. Dorion	Port Felix	5	46	50
107993	Florence May	Canso	11	John Kennedy	Canso	6	53	60
112373	Flying Cloud	Arichat	13	S. Manett	Larry's River	4	41	40

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

GUYSBORO' COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
100818	Geneva Ethel	Barrington	29	M. Meagher	Canso	6	71 60
100228	Golden Dawn	Halifax	46	E. B. Pelrine	Larry's River	6	88 60
88220	Grandee	Halifax	14	Geo. Pace	Marie Joseph	5	49 50
116883	Grayling	Arichat	25	Wm. Reeves	Middle Melford	4	53 40
100815	Happy Home	Barrington	10	Samuel Snow	White Head	5	45 50
117091	Hazel Maud	Arichat	10	J. A. Rhynold	Dover	5	45 50
116740	Hilda M. Horton	Halifax	29	E. F. C. Horton	Beckerton	8	85 80
112374	J. B. Saint	Arichat	18	J. W. Sproul	Canso	5	53 50
116735	Lake Queen	Halifax	29	E. Furlong	Port Hilford	3	50 30
111908	Laura B. G	Arichat	10	B. Gerrior	Charlo's Cove	4	38 40
116732	Lena M.	Halifax	28	A. W. Reid	Port Hilford	2	42 20
111910	Lizzie J. Greenleaf	Arichat	11	J. H. Richard	Charlo's Cove	6	53 60
100835	Lottie B.	Lunenburg	12	John Boudroit	Dover	5	47 50
117094	Maggie Alice	Arichat	11	J. D. Cashin	Port Felix	5	46 50
112018	Maggie Bell	Canso	26	J. L. Chisholm	St. Francis Hbr.	6	68 60
112136	Maple Leaf	Shelburne	48	Jno. Cousins	Canso	13	140 30
112017	Marconi	Canso	55	C. Lohnes	"	11	133 10
111909	Margaret May	Arichat	12	J. Kavanagh	"	4	40 40
112371	Mary A.	"	11	D. Casey	Dover	3	32 30
116886	Mary J	"	11	Wm. Diggdon	White Head	3	32 30
107999	Maud S.	Canso	12	F. B. Saunders	Canso	5	47 50
112022	Minnie J	"	14	J. Feltmate	White Head	5	49 50
100446	Minnie May	"	12	C. H. Richard	Charlo's Cove	5	47 50
107998	Money Bush	"	15	T. Richard	Port Felix	6	57 60
117051	Muriel G	"	21	A. Munroe	White Head	7	70 70
103323	Nita	Pt. Hawkesbury	22	J. C. Davidson	Isaac's Harbour	3	43 30
112378	Olive S	Arichat	17	M. Sangster	New Harbour	5	52 50
112024	Reta S	Canso	13	L. Shrider	Canso	5	48 50
112372	River Swan	Arichat	11	Geo. Berrigan	"	5	46 50
74139	Sadie	Halifax	44	I. Fougere	Larry's River	6	86 60
100255	Seaflee	"	12	A. Munroe	White Head	3	33 30
111413	Sigdrifa	Lunenburg	13	Wm. Dort	Cole Harbour	7	62 70
112023	Silver Bell	Canso	14	S. J. Pelrine	Larry's River	4	42 40
116884	Silver Swan	Arichat	20	J. Bonvie	"	4	48 40
112025	Squanto	Canso	13	F. H. Hawes	Canso	5	48 50
108000	St. Patrick	"	18	G. L. Avery	Larry's River	6	60 60
107318	St. Stephen	Halifax	19	Moses Cohoon	Canso	3	40 30
96962	Sunrise	Yarmouth	18	T. Munroe	White Head	7	67 70
117052	Thrush	Canso	10	D. Myers	Canso	2	24 20
116885	T. Lilly	Arichat	10	W. Peart	Tor Bay	3	31 30
103199	Trilby	Canso	12	E. Flaherty	Canso	5	47 50
107994	True Love	"	10	D. Walsh	"	2	24 20
107991	Two Brothers	"	14	Fred Jello	Port Felix	6	56 60
116887	Wenona	Arichat	10	J. Uloth	Cole Harbour	5	45 50

HALIFAX COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
111436	Adele	Halifax	30	J. C. Martin	Ketch Hbr	11	108 10
107313	Alice A.	"	16	Wm. McPherson	Tangier	5	51 50
103858	B & B Holland	"	26	R. Holland	Duncan's Cove	9	89 90
90496	Black Prince	"	18	Geo. Julien et al	W. Chezzetcook	5	53 50
116278	Christie Belle	"	13	Z. Beaver	Spry Bay	2	27 20
112325	Commodore	"	29	M. Lynch	Ferguson's Cove	6	71 60
103853	Dawn	"	13	Harris Corkum	E. Jeddore	4	41 40
111428	Duchess	"	12	Austin Zwicker	Indian Hbr	4	40 40
111425	Effie Howard	"	23	John Verge	Sober Island	4	51 40
116512	Effie May	Lunenburg	49	Wm. J. Nauss	Dartmouth	4	77 40
77603	Eldon C	Shelburne	27	I. Bowser	Ostrea Lake	6	69 60

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

HALIFAX COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
90726	Ellen Maud	Halifax	16	G. Martin	Terence Bay	7	65 70
111434	Ermynthrude	Halifax	36	F. J. Darrach	Herring Cove	11	114 10
100535	Fair Play	Yarmouth	11	L. Holmes	Halifax	2	25 20
100247	Fairy Queen	Halifax	11	G. H. Nickerson	Pennant	4	39 40
116290	Flora M. J	"	78	J. Julien, et al.	W. Chezzetcook.	18	205 80
80829	Florence B	"	32	J. Richardson	W. Jeddore	5	67 50
100259	Florence G	"	15	Caleb Gray	Sambro	4	43 40
111432	Gladys Elena	"	16	C. W. Twohig	Pennant	3	37 30
107319	Globe	"	32	C. W. Hart	Sambro	14	131 40
103544	Grace D	"	11	G. Slaunwhite	Terence Bay	5	46 50
112131	Grace D. Day	Shelburne	39	A. Hubley	Boutillier's Cove	10	110 00
111747	Grace Darling	Lunenburg	100	O. Dauphinee	Hackett's Cove	17	200 70
116731	Grand Desert	Halifax	65	Martin Julien et al	W. Chezzetcook.	17	185 70
116738	Gretta	"	14	A. Russell et al	Clam Hbr	3	35 30
116287	Handy Andy	"	15	W. Westhaver, et al	Sober Island	4	43 40
112129	Hattie	Lunenburg	12	A. Jollymore	Indian Hbr	4	40 40
116743	Hattie D	Halifax	62	R. Drew	Terence Bay	12	147 20
116284	Janet R	"	37	J. Verge	Sober Island	4	65 40
103191	Jennie B	Liverpool	13	H. Wambolt	Indian Hbr	5	48 50
116747	Jessie W	Halifax	12	Henry Weinaut	Boutilier's Cove.	4	40 40
100216	Katie M	"	11	C. Nelson	Halifax	2	25 20
193312	Laura	Pt. Hawkesbury	13	R. Cooper	Tangier	3	34 30
96797	Laura Phœbe	Halifax	18	J. Kent	Musquodoboit H	5	53 50
116203	Laurel	"	16	G. Pelham	Herring Cove	8	72 80
116513	Laurie H	Lunenburg	16	J. Slaunwhite	Terence Bay	5	51 50
83402	Louisa Maud	Halifax	21	H. Graves	E. Dover	4	49 40
111424	Maggie M	"	13	J. Marryatt	Pennant	3	34 30
96805	Maggie May,	"	62	J. Fillis et al	W. Chezzetcook.	16	175 60
116733	Maggie May	"	17	F. J. Fleming	Ketch Hbr	9	80 90
111435	Maggie Wilson	"	36	E. Dempsy	Herring Cove	12	121 20
111440	M. A. Josey	"	17	L. M. Josey et al.	Spry Bay	4	45 40
111421	Maple-leaf	"	25	Eli Baker	E. Jeddore	5	60 50
100227	May	"	10	E. Little	Terence Bay	3	31 30
107757	Mayflower	Charlottetown	18	F. Young	Pleasant Point	5	53 50
116736	Milo	Halifax	24	J. W. Gorman	Herring Cove	13	115 30
116739	Minnie M. Dora	"	14	J. Beaver	Spry Bay	3	35 30
116282	Monica A. Thomas.	"	46	C. H. Thomas	Herring Cove	12	131 20
85665	Nellie D	"	12	Wm. Munroe	Sober Island	4	40 40
103539	Neva	"	11	E. Marryatt	Pennant	2	25 20
116745	Perseverance	"	12	E. E. Shatford	Indian Hbr	3	33 30
94677	Progress	"	14	D. Richardson	L.W.Ship Hbr.	4	42 40
116749	Reliance	"	14	C. Hubley	Indian Hbr	4	42 40
96806	Rising Sun	"	28	R. Christian	Prospect	6	70 60
116272	Rosie M. B	"	75	D. Bonaing et al	W. Chezzetcook.	17	195 70
116447	San Juan	Shelburne	42	G. L. Baker	W. Jeddore	12	127 20
100218	Sarah M. W.	Halifax	14	E. Weakley	Terence Bay	6	56 60
112137	Shamrock	Shelburne	37	E. Hayes	Herring Cove	10	108 00
116746	Spindrift	Halifax	15	E. Boutilier	Indian Hbr	4	43 40
116750	Stella R.	"	13	W. E. Murphy	Pleasant Hbr	3	34 30
111438	Theresa M. Gray	"	30	Angus Gray	Sambro	13	122 30
96961	Tivoli	Shelburne	24	D. Duggan	E. Dover	4	52 40
103869	Uganda	Halifax	14	J. B. Stoddard	Ship Hbr.	....	14 00
117142	Valkyria	"	13	Harvey Covey	Indian Hbr	3	34 30
117143	Valmore	"	11	L. Hubley	"	4	39 40
100260	Violet	"	12	J. H. Smith	Sambro	3	33 30
116283	Vixen	"	13	H. McKenzie	Gerrard's Island	3	34 30
92578	Willetta	"	12	Joseph Gray	Sambro	6	54 60
85378	Zephyr	"	16	R. Slaunwhite	Terence Bay	6	58 60

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

INVERNESS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							$	cts.
96778	Campania	Pt. Hawkesbury	11	C. Robin, Collas Co.	Eastern Hbr.	4	39	40
103313	Catherine	"	10	" "	" "	6	52	60
103325	Elizabeth Ann	"	11	D. Bourgeois	Belle Marche	4	39	40
83196	Ethel Blanche	Pictou	17	W. J. Malcolm	Port Hawkesb'ry	4	45	40
96774	Florence	Pt. Hawkesbury	11	S. Bellefontaine	Eastern Hbr.	5	46	50
103317	Flying Star	Pt. Hawkesbury	11	S. Bellefontalne	Eastern Hbr	5	46	50
107997	Gertie Belle	Canso	15	C. Robin, Collas Co.	"	5	50	50
100212	James R	Halifax	51	P. LeBlanc	"	7	100	70
111795	Katie J	Pt. Hawkesbury	11	Jno. McNeil	Port Hawkesb'ry	4	39	40
103316	Laura	"	10	U. Bourgeois et al	Belle Marche	4	38	40
103315	Lillie	"	12	Peter Fiset	Eastern Hbr.	5	47	50
96775	Louise	"	11	S. Bellefontaine et al	"	5	46	50
103330	Lucy	"	11	T. Maillet	"	5	46	50
96779	Majestic	"	12	C. Robin, Collas Co.	"	5	47	50
96771	Marie	"	10	Jno. Roach	"	5	45	50
96777	Marie Joseph	"	11	J. Poirier	Cheticamp	6	53	60
103314	Mary	"	10	P. Fiset	Eastern Hbr.	5	45	50
96769	Mary Lambert	"	11	C. Chiasson	Little River	5	46	50
69125	May Flower	Halifax	20	H. Chiasson	"	7	69	70
103326	Mizpah	Pt. Hawkesbury	10	T. Lebrun	Grand Etang	5	45	50
96770	O.L.B.	"	12	M. Aucoin	Belle Cote	4	40	40
103329	Saint Helier	"	12	C. Robin, Collas Co.	Eastern Hbr.	4	40	40
111792	St. Aubin	"	15	" "	"	7	64	70
100448	Surprise	Canso	15	D. McDonald	Judique	5	50	50
96773	Virgin	Pt. Hawkesbury	10	M. Ramard	Little River	6	52	60
111793	Walla Walla	"	11	S. Bellefontaine	Eastern Hbr.	5	46	50
96776	Willie B.	"	21	"	"	7	70	70

KING'S COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
83261	Economist	Digby	14	Jesse Parker	Hall's Hbr.	2	28	20
107479	Marguerite	"	25	Frank McDonald	Scott's Bay	4	52	40

LUNENBURG COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
111837	A.L.B.	Lunenburg	22	B. Cleveland	Lunenburg	5	57	50
112126	Acadia	"	91	Alex. Knickle	"	17	200	70
116517	Acme	"	91	W. C. Smith	"	18	207	80
116526	Adelaide	"	13	J. J. Holland	"	4	41	40
111641	Aguadilla	"	100	F. Anderson	"	18	207	80
107953	Ahava	"	85	W. C. Smith	"	18	207	80
111728	Alameda	"	93	C. L. Silver	"	17	200	70
107657	Alcaea	"	99	Alex. Knickle	"	17	200	70
112115	Aldine	"	99	A. V. Conrad	Parks Creek	17	200	70
112107	Alexandra	"	93	F. Anderson	Lunenburg	18	207	80
111647	Alhambra	"	90	J. W. MacLachlan	"	17	200	70
111738	Alice Gertrude	"	81	J. N. Rafuse	Conquerall Bank	19	214	90
112105	Alma Nelson	"	99	J. B. Young	Lunenburg	18	207	80
112101	Ambition	"	100	A. Himmelman	Rose Bay	20	222	00
116522	Anita	"	16	S. E. Winters	"	5	51	50
111737	Annie M. W	"	98	J. N. Wolfe	Getson's Cove	18	207	80
111750	Arabia	"	80	D. Heisler	Lunenburg	17	200	70
116499	Arkansas	"	111	J. B. Young	"	19	214	90
112122	Atalaya	"	79	S. D. Herman	"	17	199	70
103495	Athlon	"	99	W. C. Smith	"	15	186	50

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

LUNENBURG COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
111740	Azalea	Lunenburg	80	J. A. Hirtle	Lunenburg	17	200 70
111412	Baden Powell	"	94	M. Westhaver	"	15	186 50
103501	Barcelona	"	99	R. Romkey	L. LaHave	17	200 70
116498	Beatrice S. Mack	"	99	W. C. Smith	Lunenburg	17	200 70
111734	Blake	"	99	J. N. Ratuse	Conquerall Bank	19	214 90
100571	Britannia	"	90	J. Backman	Rose Bay	16	193 60
111732	Calavera	"	90	H. Mosher	Lunenburg	18	207 80
112128	Campania	"	90	S. Ritcey	Riverport	18	207 80
112116	Cardinia	"	100	F. Anderson	Lunenburg	17	200 70
111718	Carl E. Richard	"	99	E. Richard, sr.	Getson's Point	19	214 90
116505	Cavalier	"	70	N. Reinhardt	La Have	16	183 60
111749	Champion	"	79	J. Publicover	Getson's Point	19	213 90
111739	Clarence B	"	90	A. Ernst	Mahone Bay	14	179 40
107122	Collector	"	99	W. N. Reinhardt	La Have	17	200 70
111702	Colonia	"	98	A. H. Zwicker	Lunenburg	18	207 80
103759	Columbia	"	99	E. F. Zwicker	"	17	200 70
116497	Commander	"	69	J. Schmeisser	E, M. La Have	15	175 50
107966	Companion	"	95	J. Publicover	Getson's Point	17	200 70
111743	Corean	"	70	J. N. Rafuse	Conquerall Bank	18	197 80
111736	Coronation	"	98	H. W. Adams	Lunenburg	17	200 70
111708	Crofton McLeod	"	85	J. W. McLean	Mahone Bay	17	200 70
111637	Cyril	"	100	T. A. Wilson	Bridgewater	17	200 70
111711	Defender	"	98	Alex. Knickle	Lunenburg	19	214 90
111710	Demering	"	85	J. Anderson	"	18	207 80
107986	Dove	"	95	S. D. Herman	"	18	207 80
111730	Earle V.S	"	100	H. Wynacht	"	17	200 70
116528	Edith F.S	"	67	J. Schmeisser	E. M. La Have	15	173 50
112099	Electro	"	88	E. Walters	Parks Creek	18	207 80
111748	Elena	"	73	A. V. Conrad	"	17	193 70
83308	Ella	Liverpool	10	J. C. Hanson	Mahone Bay	1	17 10
107127	Ellen L. Maxner	Lunenburg	93	L. A. Hirtle	Lunenburg	19	214 90
116521	Ellwood	"	16	John Zinck	"	4	44 40
107123	Emulator	"	99	S. Oxner	Riverport	17	200 70
116506	E. M. Zellars	"	84	E. Zellars	Feltzen South	18	207 80
112087	Ethel	"	99	W. N. Reinhardt	La Have	17	200 70
116518	Eva June	"	93	W. C. Smith	Lunenburg	17	200 70
116520	Evelyn	"	18	James Geldert	"	3	39 30
103473	Flo F. Mader	"	100	C. U. Mader	Mahone Bay	17	200 70
116531	Florence B. W.	"	24	S. W. Westhaver	Fox Point	6	66 60
111401	Frances Willand	"	97	J. A. Hirtle	Lunenburg	16	193 60
116525	Gatherer	"	15	W. C. Smith	"	4	43 40
116495	George R. Alston	"	99	A. V. Conrad	Parks Creek	17	200 70
111742	Glenwood	"	99	D. Heisler	Lunenburg	17	200 70
103752	Glyndon	"	99	R. Romkey	L. La Have	17	200 70
116507	Golden Rod	"	76	J. Silver	Lunenburg	17	196 70
107289	G. S. Troop	"	99	L. B. Currie	W. Dublin	17	200 70
116527	Guide	"	73	W. N. Reinhardt	La Have	17	193 70
112111	Havanah	"	100	A. V. Conrad	Parks Creek	17	200 70
116442	Helen C. Morse	"	98	J. Westhaver	Lunenburg	17	200 70
116494	Hero	"	18	E. Langille	La Have	7	67 70
107659	Hilda C	"	99	S. W. Oxner	Lunenburg	20	222 00
112109	Hispaniola	"	91	A. Knickle	"	17	200 70
107128	Huron	"	84	J. H. Wilson	"	17	200 70
103174	Iona	Shelburne	15	N. Chandler	Chester	5	50 50
107956	Iona	Lunenburg	98	S. Oxner	Riverport	17	270 00
112089	Iona W	"	78	A. Ernst	Mahone Bay	14	177 40
111638	Ivanhoe	"	100	T. A. Wilson	Bridgewater	18	207 80
116511	J. F. Norton	"	61	A. V. Conrad	Parks Creek	11	139 10
100837	J. M. Young	"	99	J. B. Young	Lunenburg	17	200 70
107960	J. W. Mills	"	76	J. W. Mills	Mahone Bay	12	161 20
111726	Juanita	"	100	W. C. Smith	Lunenburg	20	222 00
107970	Karmoe	"	97	S. Ritcey	Riverport	16	193 60

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

LUNENBURG COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
116599	Kasaga	Lunenburg	59	James Bell	Dublin Shore	14	158 40
111404	Kimberley	"	92	C. U. Mader	Mahone Bay	18	207 80
111635	Latooka	"	99	A. V. Conrad	Parks Creek	18	207 80
107126	Lena F. Oxner	"	99	J. Geldert	Lunenburg	17	200 70
107660	Lila D. Young	"	100	J. B. Young	"	20	222 00
107129	Lilla B. Hirtle	"	99	Benj. Anderson	"	17	200 70
103760	Lillian	"	84	A. R. Morash	"	16	193 60
111717	Linus A	"	70	A. Corkum	E. M. La Have	17	190 70
83316	Lottie	"	76	J. Teel	Broad Cove	21	225 10
111634	Loyal	Port Medway	99	A. Ernst	Mahone Bay	17	200 70
111735	Lucania	Lunenburg	99	R. Romkey	L. La Have	17	200 70
107120	Madeira	"	99	T. Creaser	Riverport	20	222 00
112112	Maimie Dell	"	98	C. U. Mader	Mahone Bay	16	193 60
112095	Manhattan	"	100	W. C. Smith	Lunenburg	18	207 80
116523	Mankato	"	76	S. Walters	Parks Creek	17	196 70
116519	M'rgr't E. Schwartz	"	98	J. H. Schwartz	Lunenburg	19	214 90
111709	Mariner	"	100	A. V. Conrad	Parks Creek	17	200 70
112123	Marion	"	72	J. N. Rafuse	Conquerall Bank	17	192 70
112110	Markland	"	99	J. W. McLean	Mahone Bay	13	172 30
112119	Mary E. Smith	"	99	W. C. Smith	Lunenburg	17	200 70
107967	May Myree	"	89	E. Richard, sr	Getson's Point	20	222 00
112086	Melba	"	61	J. D. Sperry	Petite Rivière	11	139 10
112100	Meteor	"	99	T. Creaser	Riverport	17	200 70
107111	Millie Mace	"	99	W. C. Smith	Lunenburg	17	200 70
107952	Minnie M. Cook	"	84	"	"	18	207 80
116503	Minnie Pearl	"	97	T. Hamm	"	17	200 70
111701	Mizpah	"	100	J. B. Young	"	17	200 70
111645	Moran	"	100	E. Richard, jr	Getson's Point	17	200 70
103758	Muriel	"	110	E. Walters	Lunenburg	16	193 60
100606	Myra Louise	"	17	A. Strum	Mahone Bay	6	59 60
116530	Nahada	"	94	H. Wynacht	Lunenburg	17	200 70
107968	New Era	"	116	W. J. Cook	Riverport	18	207 80
112104	Nina	"	10	J. Geldert	Lunenburg	3	31 30
112090	Noble H.	"	95	A. Ernst	Mahone Bay	18	207 80
116502	Oceanic	"	99	R. Ritcey	Riverport	17	200 70
116500	Oreda	"	16	Henry Selig	Vogler's Cove	3	37 30
112106	Oregon	"	99	S. Oxner	Riverport	17	200 70
112120	Oressa Belle	"	95	P. B. Zwicker	Mahone Bay	17	200 70
112124	Palanda	"	78	C. U. Mader	"	12	163 20
111642	Palatia	"	95	C. L. Silver	Lunenburg	18	207 80
111725	Palmetto	"	98	C. Smith	"	17	200 70
112113	Parana	"	99	D. Lohnes	Riverport	17	200 70
112125	Pearl	"	14	D. Wilkie	Pentz Settleme't	5	49 50
111712	Peerless	"	95	A. H. Zwicker	Lunenburg	17	200 70
111417	Pilgrim	"	99	T. A. Wilson	Bridgewater	17	200 70
111402	Protector	"	95	"	"	24	250 40
107653	Renown	"	83	W. C. Smith	Lunenburg	17	200 70
111648	Riviera	"	96	A. Ross	M. La Have	20	222 00
111726	Roanoke	"	100	A. Ernst	Mahone Bay	20	222 00
107125	Roma	"	99	D. Myra	Riverport	17	200 70
111741	Saratoga	"	92	C. U. Mader	Mahone Bay	17	200 70
116529	Scotia	"	78	A. Burns	Day Spring	18	205 80
107963	Shamrock	"	89	F. Anderson	Lunenburg	17	200 70
102108	Speculator	"	99	J. Wamback	Parks Creek	18	207 80
111744	Stanley	"	100	T. A. Wilson	Bridgewater	17	200 70
111407	Strathcona	"	89	F. Anderson	Lunenburg	17	200 70
103500	St. Helena	"	99	H. Wynacht	"	18	207 80
111636	Tasmania	"	99	W. C. Smith	"	17	200 70
116532	Togo	"	14	R. B. Stevens	Tancook Island	3	35 30
107651	Torata	"	92	J. H. Wilson	Lunenburg	17	200 70
111733	Transvaal	"	79	W. C. Smith	"	15	185 50

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia.—*Con.*

LUNENBURG COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $ cts.
112114	Tribune	Lunenburg	22	A. R Morash	Lunenburg	6	64 60
112117	Ulva	"	99	A. V. Conrad	Parks Creek	7	129 70
107957	Ungava	"	88	W. Cleverse.	Pleasantville	20	222 00
116510	Uranus	"	90	W. C. Smith	Lunenburg	19	214 90
116496	Valoria	"	99	A. R. Morash	"	17	200 70
111731	Vendetta	"	93	J. A. Hirtle.	"	16	193 60
107964	Vernie May	"	76	A. Ernst.	Mahone Bay	15	182 50
100811	Vesta Pearl	"	40	E. Boutilier	Marriott's Cove.	7	89 70
111409	Victoria	"	100	W. N. Reinhardt	La Have	17	200 70
116504	W. C. Silver.	"	97	K. Silver	Day Spring	22	236 20
111403	Willis C.	"	82	A. Corkum	Lunenburg	1	93 61 60
111649	W. S. Wynot	"	100	C. U. Mader	Mahone Bay	18	207 90
112127	Yamaska	"	98	P. B. Zwicker	"	17	200 78
111419	Yukon	"	97	E. Ritcey	Riverpoet.	18	207 00

PICTOU COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $ cts.
107330	Gertie M. Starr	Halifax	16	Peter Roberts	Pictou	3	37 30

QUEEN'S COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $ cts.
73969	Bertha E.	Halifax	21	W. H. Doggett.	White Point	4	49 40
90840	Lena A.	Port Medway	11	C. A. Bowlby	Port Medway	3	32 30
116583	Louisa A.	Liverpool	10	W. Fraser	Port Mouton	4	38 40
116915	Maggie & Esther	"	11	Reuben Colp	"	4	39 40
92568	Mary Kate	Shelburne	13	H. Fisher	S.W. Pt. Mouton	2	27 20
94833	Newsboy	Port Medway	16	Wm. Atkins	Port Medway	5	51 50
116351	Percy Roy	"	99	J. F. Wolf	"	19	214 90
100608	Vesper	Shelburne	14	R. Williams	S.W. Pt. Mouton	4	42 40

RICHMOND COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $ cts.
107961	Ada Mildred	Pictou	99	J. Yorston	River Bourgeois	21	229 10
116344	Annie B. M.	Arichat	18	W. Monbourquette	Lardoise West	6	60 60
103463	Annie May	"	11	J. Langley	Strait Canso	3	32 30
111472	Annie May	"	17	J. Monbourquette	Rockdale	5	52 50
111479	Atalanta	"	15	Peter Bouchard	River Bourgeois	5	50 50
75561	Boreas	Lunenburg	41	J. A. Colford	Port Richmond.	6	83 60
72061	C. P. M.	Arichat	22	Alex. Burke	River Bourgeois	6	64 60
74100	Candid	"	23	D. Burke	"	7	72 70
96799	Catherine A. C.	Halifax	17	V. Poirier	Descousse	7	66 70
59484	Day Spring	"	36	A. Fougere	River Bourgeois	11	114 10
116343	Eva May	"	11	T. A. Boudrot	Petit de Grat	5	46 50
88462	Fannie S.	Arichat.	28	John Murray	Port Richmond.	5	63 50
100383	Florence L.	Sydney	10	C. Cordeau	River Bourgeois	4	38 40
112380	Florence M	Arichat.	24	A. Mombourquette	Lardoise West	6	66 60
116348	Florence M	"	16	Wm. Martell	Petit de Grat	5	51 50
90436	Genesta	Barrington	32	J. Walker	Basin R. I.	4	60 40
88599	Guide	Arichat.	38	E. Poirier	L. Descousse	12	123 20
100161	Hilda Maud	Pt. Hawkesbury	46	J. D. Malcom.	Port Malcom	7	95 70
103470	Ida M. Burke	Arichat.	16	S. P. Burke	St. Peters	4	44 40
111476	Indianna	"	11	Daniel Patte	Petit de Grat	4	39 40
100490	Irene M. B.	Lunenburg	66	F. Poirier	Descousse	16	179 60

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia.—*Con.*

RICHMOND COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							$	cts.
83135	J. B. M	Halifax	20	J. Landry	Petit de Grat	4	48	40
88467	Katie	Arichat	11	J. P. Le Blanc	Port Royal	2	25	20
103469	Katie B.	"	16	John Burke	River Bourgeois	6	58	60
103458	K. McKenzie	"	17	W. P. Groom	Grand Greve	4	45	40
111480	Lady Laurier	"	12	S. A. Boudrot	Petit de Grat	5	47	50
117092	Lass of Gowrie	"	14	Joseph Petitpas	Arichat	3	35	30
107374	Leah Hardy	Sydney	20	E. Bouchie	River Bourgeois	5	55	50
111905	Lena Jane.	Arichat	11	D. Boudrot.	Petit de Grat	6	53	60
111901	Lillian Louise	"	12	C. P. Boudrot	"	4	40	40
112377	Lily May	"	18	A. Poirier	Goulet	7	67	70
103467	Lizzie May	"	12	A. Boudrot.	Petit de Grat	6	54	60
116349	Lorina	"	18	S. Landry	Lardoise	6	60	60
72071	Lumen Diei	"	20	U. Sampson	River Bourgeois.	4	48	40
116350	Maggie F	"	15	P. Fougere	Lardoise	5	50	50
107995	Maggie M. F	Canso	15	H. D. Rindress	Arichat	8	71	80
103532	Maria A	Halifax	22	J. Walker	Basin R. I	3	43	30
116345	Mary Alice	Arichat	10	P. E. Sampson	Lardoise	4	38	40
116881	Mary M.	"	21	D. Martell	"	7	70	70
111475	Mary Matilda	"	15	J. Burke	St. Peter's Inlet.	5	50	50
112379	Mary S	"	18	J. Sampson	Lardoise	5	53	50
103462	Maud	"	20	H. Duyon	Arichat	3	41	30
72067	Minnie	Pt. Hawkesbury	26	J. Pelham	Janvrin Island.	6	68	60
111907	Minnie A	Arichat	46	A. Sampson	River Bourgeois.	10	117	00
111904	Minnie L	"	15	Elias Bois	Petit de Grat	5	50	50
116346	Native of Foucher	"	16	J. D. McLeod	Fourchie	4	44	40
74365	Nova Stella	"	53	L. N. Poirier	Descousse	15	159	50
64018	Ocean Bride	Halifax	23	H. Richard	Arichat	3	44	30
85562	Oresa	"	14	J. F. Proctor	Port Malcolm.	3	35	30
100231	Pearl	"	17	P. Le Blanc	Poulamond	4	45	40
100477	Pilot	Lunenburg	42	W. Proctor	River Inhabt'nts	3	63	30
116341	Preroma	Arichat	17	P. Bouchard	River Bourgeois.	6	59	60
92571	Primrose	Halifax	14	E. V. Landry	Petit de Grat	5	49	50
88504	Quickstep	Sydney	12	I. Boudreau	River Bourgeois.	6	54	60
116889	Saint Dominique	Arichat	21	L. Marchand	Petit de Grat	5	56	50
116888	Swanhild	"	52	Wm. I. Le Vesconte	River Bourgeois.	11	130	10
103461	St. Lidwina	"	11	Benj. Peters	Lardoise	4	39	40
111902	St. Thomas	"	10	Thos. Pottie	Rockdale	4	38	40
103460	Two Brothers	"	18	Maurice Peters	Lardoise	7	67	70
100575	Tyler	"	54	C. Boudrot	Cannes	14	153	40
71034	Vanguard	"	51	T. Boudrot	Petit de Grat	10	122	00

SHELBURNE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
121802	Abbie May	Yarmouth	10	W. E. Atkinson	N. E. Point	3	31	30
94632	A. C. Greenwood	Shelburne	15	T. D. Goodick	Sandy Point	6	57	60
116900	Ada and Pearl	Yarmouth	13	J. T. Duncan	Clark's Hbr.	4	41	40
121700	Agnes E.	"	10	O. Phillips	"	3	31	30
121801	Alice M. Atwood.	"	10	D. A. Atwood	Hawk	4	38	40
100617	Altona	Shelburne	28	W. McMillan	Lockeport	9	91	90
117134	Annie Lue	Yarmouth	10	J. M. Crowell	Smithville	5	45	50
100612	Ardella	Shelburne	10	E. Crowe	Sandy Point	4	38	40
116824	Avis Pauline	Barrington	12	W. Kenney	Clark's Hbr.	3	33	30
116828	Beatrice	"	12	F. A. Swim	"	3	33	30
116855	Blanche	Shelburne	12	J. Matthews	E. Ragged Isl'd.	5	47	50
103186	Brittania	"	11	W. Enslow	W. Green Hbr.	4	39	40
90434	C. A. Goreham	Barrington	33	A. Goreham	L. Wood's Hbr.	7	82	70
103051	Carrie May	Yarmouth	25	H. Nickerson	Wood's Hbr.	...	25	00
121654	Charles E.	"	13	C. E. Larkin	Emerald Isle	4	41	40
96970	Charlie Richardson.	Shelburne	26	J. B. Harding	Rockland	6	68	60
116826	Claremont A.	Barrington	11	S. B. Penney	Clark's Hbr.	4	39	40

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

SHELBURNE COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid. $ cts.
116891	Claude B. Daley	Barrington	25	W. E. Smith	Port La Tour	8	81 80
121681	Claymore	Yarmouth	10	D. A. Gardner	Clark's Hbr.	4	38 40
94942	Coronilla	Shelburne	28	H. Greenwood	Shag Hbr.	4	56 40
107058	Defender	Barrington	20	A. Madden	Baccaro	7	69 70
121683	D. E. Nickerson	Yarmouth	10	J. E. Nickerson	Clark's Hbr.	3	31 30
107057	Dolly Varden	Barrington	10	F. Atwood	Atwood's Brook.	2	24 20
121791	Eddie C	Yarmouth	10	C. D. Cook	U. Port La Tour.	4	38 40
116830	Edith Pauline	Barrington	10	R. Swim	Clark's Hbr.	3	31 30
121688	Ethel May	Yarmouth	10	S. Messenger	West Head	4	38 40
121796	Etta N	"	10	J, G. Newell	Newellton	3	31 30
103795	Etta Vaughn	Shelburne	98	B. P. Thorbourn	Sandy Point	21	229 10
107054	Favorite	Barrington	28	P. E. Crowell	Barrington	8	84 80
85476	Fleetwing	Shelburne	15	Wm. McMillan	Lockeport	5	50 50
107350	Forrester	"	23	J. Pennington	Sandy Point	5	58 50
121697	Freddie M	Yarmouth	10	N. Crowell	Clark's Hbr.	2	24 20
121793	Fredena	"	10	S. Hopkins	"	4	38 40
117041	Genevive	Barrington	11	C. A. Goreham	L. Wood's Hbr.	5	46 50
112138	Gladiator	Shelburne	11	H. Enslow	McNutt's Island	2	25 20
116827	Gladys	Barringten	12	B. L. Goodwin	N. E. Point	4	40 40
111683	Greenwood	Shelburne	71	E. P. Greenwood	N. E. Harbour	20	213 00
90647	Hattie Emeline	Yarmouth	12	C. A. Reynolds	Brass Hill	3	32 30
121797	Hattie & Ina	"	10	A. H. Perry	N. W. Harbour.	3	31 30
80799	Hattie T	Barrington	16	D. Kendrick	Shag Hbr.	5	51 50
107060	Herald	"	42	W. O. Hopkins	Doctor's Cove	6	84 60
111687	Ida M. Clarke	Shelburne	99	Wm. McMillan	Lockeport	22	236 20
117131	Ilona & Ida	Yarmouth	13	W. N. Madden	Baccaro	4	41 40
116822	Jennet	Barrington	11	T. A. Kenney	Clark's Hbr.	3	32 30
117133	Jennie Roy	Yarmouth	10	Robert Smith	Baccaro	4	38 40
116823	Jessie Roy	Barrington	12	J. A. Crowell	Clark's Hbr.	4	40 40
116853	J. J. Cox	Shelburne	65	R. L. McCarthy	Shelburne	9	128 90
121692	Josephine	Yarmouth	10	F. N. Newell	West Head	4	38 40
121798	Kenneth S.	"	10	G. H. Smith	Clark's Hbr.	4	38 40
107981	Kestrel	Shelburne	99	G. A. Cox	Shelburne	19	214 90
90438	Lark	Barrington	13	T. Ross	Up. Port LaTour	6	55 60
100329	La Rose	Yarmouth	13	Noah Abbott	Forbes Point	2	27 20
117135	Laura B.	"	10	H. Swim	Clark's Hbr.	3	31 30
117140	Laura B	"	10	A. E. Nickerson	"	3	31 30
94661	L. C. Tough.	Shelburne	12	E. H. Swaine	Blanche	5	47 50
121693	Little Charlie	Yarmouth	10	H. Newell	West Head	3	31 30
103796	Mabel Denvers	Shelburne	14	J. H. Reynolds	Up. Port LaTour	6	56 60
121799	Mabel V	Yarmouth	10	D. V. Smith	Clark's Hbr.	4	38 40
116829	Maple Leaf	Barrington	11	H. A. Penney	South Side	4	39 40
116854	Mariana	Shelburne	33	A. Swansburg	Little Hbr	10	104 00
83434	Mary May	"	20	A. J. Firth	Shelburne	5	55 50
117643	Mattie & Charlie	Barrington	10	F. J. Nickerson	Clark's Hbr.	3	31 30
103057	Mayflower	Yarmouth	12	Albert Crowell	Lockeport	5	47 50
111700	Miriam F	Liverpool	11	B. Thompson	W. M. Sable	3	32 30
121794	Mooweena	Yarmouth	10	B. C. Crowell	Port La Tour	4	38 40
103175	Myrtle	Shelburne	10	Wm. Wolfe	B. Port Le Herbert	5	45 50
103800	Nellie T. King	"	99	G. H. King	Sandy Point	19	214 90
117132	Nerna D.	Yarmouth	10	J. R. Brannen	Baccaro	4	38 40
121689	Ocean Belle	"	10	B. J. Newell	West Head	3	31 30
103194	Oressa	Liverpool	10	J. Bethell	Green Harbour.	4	38 40
90439	Oscar F.	Barrington	18	G. Cunningham	N. E. Point	8	74 80
121682	Quick Step	Yarmouth	10	J. W. Kenney	Clark's Hbr.	3	31 30
100820	Ranger	Barrington	11	A. Duncan	"	2	25 20
107059	Reginald R.	"	16	T. E. Worthen	Barrington	5	51 50
117044	S. B. Millard	"	20	J. Symonds	Clark's Hbr.	6	62 60
121684	Seaton L.	Yarmouth	12	W. H. Kenney	"	3	33 30
107990	Terence C. Lockwood.	Shelburne	98	Wm. McMillan	Lockeport	21	229 10

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*

SHELBURNE COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							$	cts.
117139	Thalia D	Yarmouth	10	A. Duncan	Clark's Hbr.	2	24	20
116895	Thelma E	Barrington	11	Allen Swim	"	3	32	30
116589	Thistle	Shelburne	40	H. McAlpine	Lockeport	12	125	20
116825	Three Sisters	Barrington	11	W. H. Penney	N. E. Point	4	39	40
116448	Togo	Shelburne	18	E. C. Locke	Lockeport	5	53	50
121792	Twin Sisters	Yarmouth	10	R. W. Stephens	Hawk	4	38	40
121699	Una	"	10	W. C. Nickerson	Clark's Hbr.	3	31	30
103716	Valkyrie	"	11	O. Garron	Shag Harbour	7	60	70
121696	W. F. Brittcliffe	"	10	A F. Smith	Up. Wood'sHar.	5	45	50
77744	Whip-poor-will	Shelburne	17	A. Thomas	Cape Negro	6	59	60
117042	White Eagle	Barrington	10	Levi Nickerson	Clam Point	4	38	40
85541	Willie M	"	24	S. Atwood	Atwood's Brook.	6	66	60
121690	Winnifred	Yarmouth	10	A. Nickerson	Clark's Hbr.	2	24	20
75722	Yuba	"	15	F. Salisbury	Port La Tour	6	57	60
116449	Zephyr	Shelburne	11	S. Greenwood	Port Saxon	4	39	10
121656	Zilpha	Yarmouth	10	Martin Penney	South Side	3	31	30

VICTORIA COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	$	cts.
117028	Anna F	Sydney	14	J. G. Brewer	South Ingonish.	4	42	40
112388	Annie Amelia	"	13	M. Hawley et al	Ingonish Ferry.	4	41	40
112384	Columbia	"	10	D. C. Williams	South Ingonish.	3	31	30
107379	Maggie	"	11	C. J. Williams	"	4	39	40
107377	Maggie Ella	"	11	T. W. Donovan	"	5	46	50
107355	Mary E	"	10	A. McIntyre	Ingonish Ferry.	5	45	50
112386	Shamrock	"	11	A. McDonald	South Ingonish.	4	39	40
100444	Stella May	Canso	12	S. P. Hawley	Ingonish Ferry.	6	54	60

YARMOUTH COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	$	cts.
116898	Agnes M	Yarmouth	11	I. Doucette	Tusket Wedge	4	39	40
111879	Annie B.	"	20	T. D'Entremont	W. Pubnico	8	76	80
121652	Arabia	"	10	E. J. Le Blanc	Tusket Wedge	3	31	30
121698	Argo	"	10	M. Boudreau.,	"	4	38	40
121695	Aroma S	"	10	L. C. Amiro	W. Pubnico	4	38	40
121685	Augusta	"	11	L. D. Boudreau	Tusket Wedge	3	32	30
94980	Aurore	"	86	D. A. D'Entremont	West Pubnico	20	222	00
103187	Ben Bolt	"	91	A. P. Stoneman	Yarmouth	15	186	50
107346	Caddie	"	10	J. E. Perry	Port Maitland	4	38	40
116652	Champion	"	29	J. A. Crocker	Yarmouth	9	92	90
111836	Chevalier	Digby	11	W. S. Sollows	Port Maitland	4	39	40
121694	Columbia	Yarmouth	10	N. S. Boudreau	Tusket Wedge	2	24	20
100605	Dawn	Barrington	49	H. A. Amiro	W. Pubnico	13	141	30
121686	Dora Lee	Yarmouth	10	J. P. Cotreau	Tusket Wedge	3	31	30
116205	Eddie James	"	79	H. A. Amiro	W. Pubnico	19	213	90
112280	Edith L.	Digby	26	J. A. Adams	Port Maitland	6	68	60
107332	Estelle	Yarmouth	15	S. Smith	L. Argyle	2	29	20
112282	Florence H	Digby	20	R. Haskell	Port Maitland	6	62	60
80798	Freddie G.	"	17	Alvin Webb	"	6	59	60
117135	Fusiama	Yarmouth	12	H. T. Hines	Central Argyle	2	26	20
116207	Gabriel A.	"	17	T. Jacquard	Comeau Hill	3	38	30
111876	Geneva May	"	72	L. Amiro	L. E. Pubnico	19	206	90
90885	Georgiana	"	90	H. Lewis	Yarmouth	21	229	10
117137	Glorianna	"	10	A. Boudreau	Tusket Wedge	2	24	20
116894	Harry M. Johnson	"	14	C. H. Crowell	Yarmouth	4	42	40
103717	Henry L	"	10	A. C. D'Entremont	W. Pubnico	4	38	40
121655	Indianna	"	10	M. D. Boudreau	Tusket Wedge	3	31	30

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia.

YARMOUTH COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							$	cts.
121795	John L.	Yarmouth	11	F. L. Pothier	Tusket Wedge	3	32	30
116204	Laurie J.	"	65	J. D'Entremont	W. Pubnico	15	171	50
103709	Lizzie E.	"	19	E. J. Ellis	Port Maitland	5	54	50
103718	Lucy	"	10	A. D'Entremont	W. Pubnico	4	38	40
116899	Lydia L.	"	14	N. Le Blanc	Plymouth	3	35	30
116658	Mabel A	"	15	P. A. Amiro	W. Pubnico	1	22	10
107605	Mabel M.	Weymouth	20	E. Ellis	Salmon River	6	62	60
88596	M. A. Louis	Yarmouth	64	A. P. Stoneman	Yarmouth	20	206	00
103712	Marguerite	"	10	L. A. D'Entremont	W. Pubnico	3	31	30
107337	Marguerite	"	57	L. P. D'Entremont	"	16	170	60
111523	Mildred P.	"	11	H. McManus	Yarmonth	4	39	40
88402	Mizpah	Digby	53	L. D'Entremont	W. Pubnico	10	124	00
121687	Monitor	Yarmouth	10	A. Doucette	Tusket Wedge	3	31	30
116897	Myrtle S	"	12	A. Shaw	Sandford	2	26	20
111875	Nelson A	"	72	H. A. Amiro	W. Pubnico	19	206	90
121658	Ora Nickerson	"	12	W. H. Nickerson	Argyle Sound	3	33	30
103706	Regine	"	10	L. A. D'Entremont	W. Pubnico	1	17	10
111521	Retta E.	Digby	10	C. Sollows	Port Maitland	4	38	40
121653	Royal	Yarmouth	10	G. Boudreau	Tusket Wedge	3	31	30
88589	Sanford	"	20	W. A. Killam	Yarmouth	5	55	50
100323	Senora	"	85	M. A. Surette	W. Pubnico	21	229	10
100313	Souvenir	"	71	G. H. D'Entremont	"	20	213	00
121660	Squanto	"	11	A. L. Doucette	Tusket Wedge	3	32	30
117138	Two Brothers	"	11	J. L. Surette	Pinkney Point	3	32	30
121651	Valentina	"	10	S. Le Blanc	Tusket Wedge	4	38	40
121659	Viola	"	10	J. Le Blanc	"	3	31	30
116202	Why Not	"	10	M. Huskins	Rockville	4	38	40

PROVINCE OF NEW BRUNSWICK.

CHARLOTTE COUNTY.

116965	Admiral Togo	St. Andrews	12	W. Benson	Seal Cove	2	26	20
107913	Arnold B.	"	10	H. H. Cheney	White Head	3	31	30
107903	Ava M.	"	17	G. A. Johnson	Woodward'sC've	3	38	30
111503	Bonnie Jean	St. John	12	F. Ingersoll	Flagg's Cove	2	26	20
107905	Centennial	St. Andrews	16	J. F. Morse	White Head	3	37	30
88253	E. B. Colwell	St. John	19	J. Barry	Beaver Hbr.	4	47	40
103114	Edward Morse	St. Andrews	32	A. Calder	Welshpool	7	81	70
103789	Effie B. Nickerson	Shelburne	22	A. Stanley	Flagg's Cove	6	64	60
80882	Ella Mabel	St. Andrews	14	E. G. Lee	Beaver Hbr.	3	35	30
116675	Evangeline	"	15	Arthur Breen	Seal Cove	3	36	30
80803	Exenia	Windsor	18	Milton Cronk	Flagg's Cove	5	53	50
83466	Fannie May	St. Andrews	19	E. B. Goodwin	St. Andrews	4	47	40
111552	Flora B.	"	13	N. Ingersoll	Woodward'sC've	4	41	40
116676	Fram	"	17	O. Wilcox	Seal Cove	3	38	30
94835	Georgie Linwood	Digby	25	J. R. Moses	Flagg's Cove	3	46	30
107916	Glenita C.	St. Andrews	12	C. E. Guptill	White Head	4	40	40
107910	Grace and Ethel	"	16	R. Ingersoll	Woodward'sC've	6	58	60
111839	Harry C.	Digby	16	Cecil Cross et al.	Beaver Hbr.	3	37	30
107437	Hattie L.	St. Andrews	12	E. Benson	Seal Cove	3	33	30
83463	Havelock	"	33	Wm. James	Wilson's Beach	3	54	30
116677	Hazel L.	"	15	M. Lorimer	Grand Hbr.	2	29	20
103119	Hortense	"	15	W. J. Morse	White Head	4	43	40
116961	J. E. Garland	"	72	S. Brown	Wilson's Beach	13	164	30
112316	Jessie C.	"	18	J. M. Calder	"	4	46	40
103997	Jessie James	"	11	J. Frankland	White Head	4	39	40
77766	Laconic	Shelburne	15	J. Dickson	Flagg's Cove	1	22	10

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

CHARLOTTE COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
88273	Lillian E.	St. Andrews	13	S. L. Dakin	Beaver Hbr.	6	55 60
88407	Linnet	Digby	15	J. W. Hatt.	Seal Cove.	3	36 30
107438	Minnie F.	St. Andrews	11	W. A. Guptill	"	2	25 20
103705	Nebula	Yarmouth	24	N. Beal	Flagg's Cove	3	45 30
92518	Peril	St. Andrews	18	M. Eldridge	Beaver Hbr.	3	39 30
103993	Pythian Knight	"	19	F. Ingersoll	Flagg's Cove	4	47 40
107806	Rena F	St. John	12	J. Ingersoll	Woodward'sC've	5	47 50
83253	Rescue	Annapolis	17	James Nesbitt.	Flagg's Cove	6	59 60
111556	She Said No.	St. Andrews	11	J. R. Moses	"	3	32 30
107433	Sir John	"	11	Hiram Morse	White Head	3	32 30
59387	Telephone	"	19	J. Brown et al	Wilson's Beach	3	40 30
116964	Tethys	"	20	G. L. Johnson	Leonardville	2	34 20
103998	Try Again	"	15	A. W. Ingersoll	Woodward'sC've	3	36 30
111555	Valkyrie	"	16	L. C. Watt	"	4	44 40
103111	Volunteer	"	14	G. Ingersoll	"	2	28 20
77969	Wave Queen	"	11	J. Foster	Grand Hbr	4	39 40
97149	Winnie	"	12	J. Holland	Seely's Cove	2	26 20
107917	Zelma	"	17	H. Frankland	White Head	3	38 30

GLOUCESTER COUNTY.

72099	Adelina	Chatham	12	C. Lanteigne.	Lemeque	4	40 40
103009	Adeline Gladys	"	12	P. D. Blanchard	Caraquet	5	47 50
103081	Albatross	"	13	Wm. Fruing & Co	Shippegan	4	41 40
112156	Albert W	"	10	P. M. Chiasson	Caraquet	4	38 40
103279	Alice Maud	"	10	J. X. Lanteigne	"	4	38 40
97194	Alika.	"	12	L. Paulin, sr	Lemeque	4	40 40
112162	Alma	"	12	A. Duguay	"	5	47 50
103763	Alouette	"	10	Wm. Fruing & Co	Shippegan	3	31 30
92419	Anna	"	12	A. D. Chiasson	Lemeque	4	40 40
100960	Annie M	"	11	W. S. Loggie Co	Chatham	3	32 30
96739	Argeline	"	14	O. Poulin	Caraquet	5	49 50
103085	Argentina	"	12	C. Robin, Collas Co	Caraquet	3	33 30
100983	Bee	"	11	"	"	3	32 30
61431	Bee	"	11	Paul Noël	Lemeque	4	39 40
103072	Ben Hur	"	11	John Leclerc	Caraquet	4	39 40
72079	Betsy	"	13	Wm. Fruing & Co.	Shippegan	4	41 40
100975	Big Bear	"	10	Estate R. Young	Caraquet	1	17 10
116474	Blanchard	"	12	M. John	"	4	40 40
100299	Blanchard	"	12	C. Robin, Collas Co	"	4	40 40
103589	Blenheim	"	13	"	"	3	34 30
103780	Britannic	"	13	Wm. Fruing & Co.	Shippegan	4	41 40
100780	Britannic	"	12	W. S. Loggie Co	Chatham	5	47 50
111465	C. R. C.	"	13	C. Robin, Collas Co	Caraquet	4	41 40
100988	Caesar	"	10	Philip Rive	"	3	31 30
100774	Calliope	"	12	"	"	4	40 40
103271	Celia	"	11	D. Gallien	"	2	25 20
103585	Cerdric	"	14	P. Rive	"	4	42 40
100784	Charlotte	"	13	Estate R. Young	"	3	34 30
100789	Chazalie	"	11	"	"	3	32 30
96730	Christina	"	11	C. Robin, Collas Co	"	3	32 30
101000	Condor	"	10	Wm. Fruing & Co.	Shippegan	4	38 40
103083	Corsair	"	10	"	"	4	38 40
100916	Cygnet	"	12	C. Robin, Collas Co	Caraquet	4	40 40
100971	Cyprien	"	10	J. O. Le Bouthillier	"	4	38 40
100913	Daffodil	"	10	Wm. Fruing & Co.	Shippegan	4	38 40
100915	Dawn	"	12	C. Robin, Collas Co	Caraquet	4	40 40
103076	Dipper	"	12	W. S. Loggie Co	Chatham	4	40 40
103948	Dora	"	12	C. Robin, Collas Co	Caraquet	4	40 40
112155	Dora	"	10	S. Doiron.	Miscou Centre	4	38 40

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							$	cts.
100999	Dove	Chatham	11	Wm. Fruing & Co.	Shippegan	4	39	40
100998	Eagle	"	10	"	"	5	45	50
116979	Elie Anne	"	17	X. X. Lanteigne	Caraquet	4	45	40
103590	Eliza	"	13	C. Robin, Collas Co.	"	5	48	50
100293	Eliza	"	15	Estate R. Young	"	4	43	40
100911	Emperor	"	10	Wm. Fruing & Co.	Shippegan	4	38	40
100786	Empress	"	12	Estate R. Young	Caraquet	2	26	20
103776	Esk	"	14	"	"	5	49	50
100772	Estelle	"	13	P. Rive	"	3	34	30
100787	Ethel	"	11	Estate R. Young	"	4	39	40
100905	Evangeline	"	10	P. A. Lanteigne	"	5	45	50
92417	Evangeline	"	11	M. Poulin	Little Lemeque	5	46	50
103001	Falcon	"	10	Wm. Fruing & Co.	Shippegan	4	38	40
103077	Fame	"	10	G. D. Mallet	"	4	38	40
100298	Fisher	"	12	Elie Chiasson	Little Lemeque	4	40	40
61445	Flavie	"	13	Wm. Fruing & Co.	Shippegan	4	41	40
111468	Fleetwing	"	14	"	"	4	42	40
61405	Fly	"	11	A. McLaughlin	Tracadie	4	39	40
112165	Flying Cloud	"	13	J. F. Robichaud	Shippegan	4	41	40
112151	Flying Foam	"	18	C. Robin, Collas Co.	Caraquet	3	39	30
100782	Flying Foam	"	12	Estate R. Young	"	4	40	40
100912	Foam	"	10	J. Z. Chiasson	"	4	38	40
116479	Fortuna	"	10	P. Boudreau	Mizzonette	3	31	30
111467	Four Brothers	"	13	P. Albert	Caraquet	4	41	40
100778	Gambetta	"	13	W. S. Loggie Co.	Chatham	4	41	40
100954	Gazelle	"	10	"	"	4	38	40
111464	Gazelle	"	13	C. Robin, Collas Co.	Caraquet	4	41	40
100968	Gem	"	11	"	"	5	46	50
96733	Gem	"	12	Wm. Fruing & Co.	Shippegan	5	47	50
103766	Genesta	"	12	T. Poirier	Caraquet	3	33	30
116980	Georgina	"	15	G. Duguay (Lange)	Little Lemeque	4	43	40
103282	Gilknockie	"	11	Estate R. Young	Caraquet	2	25	20
103086	Gipsy	"	20	W. S. Loggie Co.	Chatham	4	48	40
111848	Gipsy	"	15	Wm. Fruing & Co.	Shippegan	4	43	40
100964	Gladstone	"	10	I. Lanteigne	Caraquet	3	31	30
100910	Gleaner	"	13	Luke Lanteigne	"	4	41	40
107775	Gold Seeker	"	13	C. Robin, Collas & Co.	Caraquet	3	34	30
112157	Grasshopper	"	16	P. Rive	"	4	44	40
92418	Grip	"	12	G. Chenard	"	4	40	40
100790	Guiding Star	"	11	Estate R. Young	"	4	39	40
111849	Happy Home	"	16	H. Le Bouthillier	"	5	51	50
100956	Harold N.	"	12	P. F. Mallet	Shippegan	5	47	50
100994	Hercules	"	10	P. M. Lanteigne	Caraquet	4	38	40
107771	Heron	"	13	Wm. Fruing & Co.	Shippegan	4	41	40
103765	Hirondelle	"	11	A. Leclerc	Caraquet	5	46	50
61425	Hope	"	13	J. V. Lanteigne	"	4	41	40
100903	Hope	"	12	Estate R. Young	"	3	33	30
103939	Hope	"	11	C. Rail	Lameque	3	32	30
100906	Hotspur	"	10	P. Rive	Caraquet	4	38	40
117181	Ida	"	16	J. Savoy	Lemeque	4	44	40
103931	Irene	"	12	Wm. Fruing & Co.	Shippegan	4	40	40
96724	Isabel	"	11	J. B. Hebert	Caraquet	5	46	50
103289	Jersey Lily	"	12	Wm. Fruing & Co.	Shippegan	3	33	30
100958	John B.	"	11	W. S. Loggie Co.	Chatham	3	32	30
100965	Josephine	"	11	P. Rive	Caraquet	3	32	30
112169	Kathleen	"	15	Wm. Fruing & Co.	Shippegan	4	43	40
111466	King Edward	"	14	C. Robin, Collas Co.	Caraquet	4	42	40
103949	Kingfisher	"	13	Wm. Fruing & Co.	Shippegan	3	34	30
103288	Kite	"	10	"	"	3	31	30
107774	Klondyke	"	14	C. Robin, Collas Co.	Caraquet	4	42	40
103283	Koh-i-noor	"	13	P. Rive	"	3	34	30
111461	Ladysmith	"	17	H. Chiasson	Little Lemeque	5	52	50

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner. or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.	
							$	cts.
103003	Lark	Chatham	10	Wm. Fruing & Co.	Shippegan	4	38	40
107773	L'Etoile	"	15	P. Gallien	Caraquet	5	50	50
112152	Lillian	"	15	C. Robin, Gollas Co.	"	3	36	30
100972	Lizzie D.	"	11	Estate R. Young	"	4	39	40
100902	Lord Stanley	"	10	Wm. Fruing & Co.	Shippegan	4	38	40
116977	Mabel	"	16	W. S. Loggie Co	Chatham	5	51	50
112154	Mac	"	11	J. McWard	Miscou Hbr	5	46	50
116480	Maggie	"	10	James Nixon	Mizzonette	4	38	40
100955	Majestic	"	16	W. S. Loggie Co	Chatham	4	38	40
112158	Maple Leaf	"	13	Wm. Fruing & Co.	Shippegan	4	41	40
116978	Margaret	"	16	W. S. Loggie Co	Chatham	4	44	40
112163	Margaret Ann	"	13	John Jones	Little Lemeque.	5	48	50
107779	Marie	"	15	G. Savoy	Shippegan	4	43	40
72100	Marie	"	11	Eugene Gauvin	Lemeque	4	39	40
103278	Marie Celia	"	13	C. Robin, Collas Co.	Caraquet	4	41	40
117182	Marie Etoile	"	20	J. A. Doiron	"	5	55	50
100292	Marie Joseph	"	12	L. Gauvin	Little Lemeque.	4	40	40
100295	Marie Louisa	"	18	J. A. Poulin	Caraquet	4	46	40
116471	Marie Louise	"	10	G. Chiasson	"	3	31	30
111847	Mary	"	14	D. Albert	"	4	42	40
103084	Mary Emma.	"	11	Wm. Fruing & Co	Shippegan	3	32	30
92413	Mary Jane	"	14	P. Doiron	Caraquet	5	49	50
100781	Mary Louise	"	11	W. S. Loggie Co	Chatham	5	46	50
116478	Mary O	"	11	J. O. Cormier	Mizzonette	3	32	30
100957	Mary R	"	12	W. S. Loggie Co	Chatham	5	47	50
116475	Mary Rose	"	17	Wm. Cormier	Caraquet	5	52	50
112161	Mary Star	"	15	H. Le Bouthillier	"	5	50	50
112150	Mary Star of the Sea	"	15	L. Friolet	"	5	50	50
111844	Mary Star of the Sea	"	14	C. Robin, Collas Co.	"	3	35	30
116477	Mary Star of the Sea	"	20	F. Savoy	Shippegan	4	48	40
103088	Max	"	10	M. Cormier	Caraquet	5	45	50
103768	Mayflower	"	13	C. Robin, Collas Co.	"	4	41	40
111462	Mayflower	"	10	Harrison Kent	Miscou Hbr	4	38	40
107777	May Flower	"	11	O. Benoit	Little Lemeque.	4	39	40
100779	Mermaid	"	11	W. S. Loggie Co.	Chatham	5	46	50
112164	Merry Christmas	"	13	Celestin Jean	Little Lemeque.	4	41	40
100300	Mikado	"	13	C. Robin, Collas Co	Caraquet	3	41	40
88669	Morning Star	"	11	G. Gionet	Pokemouche	3	32	30
103004	Oriole	"	11	Wm. Fruing & Co.	Shippegan	3	32	30
103005	Osprey	"	10	"	"	4	38	40
100904	P.T.S.	"	11	Hugh Lanteigne	Caraquet	4	39	40
100297	Palma	"	14	Amedee Ache	Lameque	5	49	50
100776	Patrick	"	11	P. Rive	Caraquet	3	32	30
103778	Pelican	"	13	Wm. Fruing & Co	Shippegan	4	41	40
103764	Petrel	"	12	"	"	3	33	30
116974	Providence	"	18	M. Lanteigne	Caraquet	3	39	30
96740	Providence	"	13	T. H. Le Bouthillier	"	5	48	50
96732	Providence	"	11	Wm. Fruing & Co.	Shippegan	4	39	40
72076	Providence	"	12	"	"	5	47	50
103287	Raven	"	11	E. Leclerc	"	4	39	40
100775	Redgauntlet	"	11	P. Rive	Caraquet	3	39	40
100952	Replevin	"	10	C. Robin, Collas Co.	"	4	38	40
103078	Reward	"	13	J. De Grace	Shippegan	3	34	30
97191	Rita	"	12	C. Robin, Collas Co	Caraquet	4	40	40
111470	River Branch	"	11	Wm. Fruing & Co.	Shippegan	4	39	40
193946	Robin	"	12	C. Robin, Collas Co.	Caraquet	4	40	40
103587	Romulus	"	19	W. S. Loggie Co.	Chatham	4	47	40
92404	Rosa	"	17	Fabien Ache	Lemeque	4	45	40
100908	Rosalie	"	10	E. O. Le Bouthillier	Caraquet	3	31	30
100773	Rupert	"	12	P. Rive	"	4	40	40
74401	Sara	"	11	J. P. Noel	Lemeque	5	46	50
100907	Sarah	"	10	Estate R. Young	Caraquet	3	31	30

List of Vessel which received Fishing Bounty, &c.—New Brunswick—*Con.*

GLOUCESTER COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts.
103010	Sarah B	Chatham	10	A. S. Lanteigne	Caraquet.	4	38 40
103584	Saxon	"	13	P, Rive	"	4	41 40
100959	Sea Bird	"	10	W. S. Loggie Co	Chatham	4	38 40
106914	Sea Flower	"	11	C. Robin, Collas Co	Caraquet	4	39 40
100901	Sea Flower	"	12	Estate R. Young	"	3	33 30
96731	Sea Star	"	13	J. Savoy	Shippegan	4	41 40
100961	Silver Moon	"	14	W. S. Loggie Co	Chatham	4	42 40
100788	Sir Charles	"	11	Estate R. Young	Caraquet	3	32 30
100963	Stanley	"	10	P. Rive	"	3	31 30
103087	Stanley	"	10	F. Baudin	Miscou	4	38 40
103767	Stella Maris	"	19	C. Robin, Collas Co	Caraquet	4	47 40
116972	St. Andre	"	15	A. A. Ache	Lemeque	4	43 40
116473	St. Anne	"	14	O. Chiasson	"	4	42 40
111469	St. John	"	13	J. A. Ache	"	4	41 40
112167	St. Joseph	"	10	R. Gionet	Caraquet	4	38 40
103008	St. Joseph	"	12	A. Ache	Lemeque	5	47 50
107776	St. Peter	"	12	"	"	4	40 40
111845	Superior	"	14	C. Robin, Collas Co	Caraquet	3	35 30
103772	Surprise	"	10	T. Blanchard	Mizzonette	4	38 40
163947	Swallow	"	13	C. Robin, Collas Co	Caraquet	4	41 40
103006	Swallow	"	11	Wm. Fruing & Co	Shippegan	3	32 30
103762	Swan	"	11	"	"	5	49 50
109986	Swift	"	11	F. Chiasson (Jno.)	Island River	5	46 50
103761	Swing	"	11	L. B. Lanteigne	Caraquet	2	25 20
100777	Teutonic	"	11	W. S. Loggie Co	Chatham	5	46 50
96738	Three Brothers	"	12	J. S. Albert	Caraquet	4	40 40
117184	Three Brothers	"	15	D. F. Chiasson	Abraham Village	5	50 50
103082	Thrush	"	10	Wm. Mallet	Shippegan	4	38 40
100918	Tickler	"	12	C. Robin, Collas Co	Caraquet	4	40 40
103583	Two Brothers	"	11	W. S. Loggie Co	Chatham	4	39 40
112159	United Empire	"	17	Estate R. Young	Caraquet	4	45 40
103285	Valkyrie	"	12	P. Rive	"	4	40 40
103775	Victoria	"	16	W. S. Loggie Co	Chatham	5	51 50
117183	Vina	"	14	J. Noel	Lemeque	4	42 40
100995	Voltaire	"	10	P. Rive	Caraquet	4	38 40
100966	Von Moltke	"	11	P. J. Frigot	"	3	32 30
103588	Vulture	"	13	W. S. Loggie Co	Chatham	4	41 40
100953	White Wings	"	10	Estate R. Young	Caraquet	4	38 40
100973	World's Fair	"	11	" "	"	4	39 40
103079	Wren	"	11	Wm. Fruing & Co	Shippegan	4	39 40
100920	Zephyr	"	12	C. Robin, Collas Co	Caraquet	4	40 40

NORTHUMBERLAND COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
96725	Bessie T	Chatham	10	Donald Loggie	Burnt Church	3	31 30
100969	John Bull	"	10	Henry Albert	Neguac	4	38 40
61528	Lillian	Guysboro	41	John White	L. Neguac	5	76 50
116476	Mary Beatrice	Chatham	10	J. Branson	Chatham	1	17 10
92420	Mary Louise	"	13	D. Loggie	Burnt Church	4	41 40

RESTIGOUCHE COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
94959	Winnie G. S	Lunenburg	26	Donald McGregor	Dalhousie	4	54 40

ST. JOHN COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
94698	Carrie H	St. John	20	W. J. Wilson	Lorneville	5	55 50
75757	Etta	Yarmouth	17	J. McAfee	"	5	52 50
80831	Glide	Lunenburg	16	G. Hampton	St. John	3	37 30

List of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*

ST. JOHN COUNTY—*Concluded.*

Official Number.	Names of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							$ cts
100156	Hustler	St. John	44	A. Thompson	Dipper Hbr	6	86 60
100320	Lena	Barrington	13	G. H. Thompson	Chance Hbr	3	34 30
77883	Lost Heir	Port Medway	15	R. Maguire	St. John	2	29 20
100090	Ruby	St. John	15	W. J. Dean	Musquash	3	36 30
80630	Vanity	Yarmouth	11	H. J. Mawhinney	Chance Hbr	2	25 20
116724	Walter C.	St. John	18	A. Cunningham	Lorneville	3	39 30
10[illegible]704	Whisper	Yarmouth	31	C. Harkins	Dipper Hbr	4	59 40

PROVINCE OF PRINCE EDWARD ISLAND.

KING'S COUNTY.

Official Number.	Names of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
116303	Bella Rose	Charlottetown	21	Matthew Rose	Bayfield	4	49 40
92675	Can't Help It	Pictou	39	F. Reynolds	Murray Hbr.	8	95 80
100445	Carrie O.	Canso	12	E. Colbert	Beach Point	4	40 40
116294	Charlotte S.	Charlottetown	14	Reuben Penney	Murray Hbr. S.	2	28 20
75904	Empress	"	26	John Gosbee	Murray River	4	54 40
107759	Hustler	"	13	L. McNeill	Beach Point	5	48 50
100696	Marion Emmerson	Pictou	30	R. Cohoon	"	8	86 80
107751	Minnie Laura	Charlottetown	31	Percy White	Cape Bear	....	31 00
90206	Minnie Mack	"	15	T. Poole	Souris	4	43 40
10798[illegible]	Muriel	Shelburne	25	S. Sencabaugh	Beach Point	5	60 50
85642	Our Hope	Charlottetown	36	E. Dicks	Georgetown	4	64 40
116296	Outlook	"	21	H. Jackson	Beach Point	5	56 50
64869	Sarah L. Oxner	Halifax	34	E. Delorey	Georgetown	3	55 30
107185	Strolier	Charlottetown	12	J. Dicks	"	4	40 40
107770	Success	"	15	R. McKenzie	Cable Head	5	50 50
116292	Wilena Fraser	"	13	J. McKenzie	Beach Point	4	41 40

PRINCE COUNTY.

Official Number.	Names of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
107758	Daisy	Charlottetown	13	D. Fraser	Alberton	5	48 50
90855	Delta	"	25	Alex. Laviolette	Skinner's Pond	6	67 60
111850	Johnny M.	Chatham	12	J. T. Murphy	Ebbs Fleet	2	26 20
103592	Rosamond	Charlottetown	18	D. O. Champion	Baltic	4	46 40
94992	Sarah P. Ayer	"	64	John Champion	Alberton	10	135 00
103193	Startle	Halifax	11	A. Genoit	"	3	32 30
107760	Western Prince	Charlottetown	10	W. Richard	"	3	31 30

QUEEN'S COUNTY.

Official Number.	Names of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
107763	Guinea	Charlottetown	10	B. Harding	French River	4	38 40
100580	Maggie E. C.	Lunenburg	20	J. H. McLeod et al.	"	5	55 50
100474	R. Beatrice	Charlottetown	19	J. Delaney	"	4	47 40
92745	Surprise	"	18	Frank Pidgeon	"	5	53 50
88518	W. F. Elizabeth	Sydney	10	Thomas Doyle	Rustico	5	45 50

PROVINCE OF QUEBEC.

GASPE COUNTY.

Official Number.	Names of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
94963	Golden Seal	Halifax	32	E. Cormier	Amherst, M. I.	8	88 80
103318	Little Heir	Pt Hawkes'bury	19	T. Larade	Le Moulin	4	47 40
88464	Mary E	Arichat	10	N. Boudreau	Amherst, M. I.	4	38 40
85400	Minnie M.	Magdalen Isl'ds.	13	H. Cormier	"	4	41 40
85399	Minnie May	"	10	Wm. Boudreau	"	4	38 40
111430	Shamrock	Halifax	23	A. Vigneau	"	5	58 50
94675	Success	"	16	R. J. Leslie & Co.	"	6	58 60

SAGUENAY COUNTY.

Official Number.	Names of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
85750	H. B.	Quebec	57	E. Bourdeau	Esquimaux Pt.	9	120 90
111621	Marie Anna	"	27	Chas. Gagné, sr	Grand Metis	4	55 40
75680	Sea Star	"	52	L. S. Cormier	Esquimaux Pt.	8	108 80

APPENDIX No. 2.

BRITISH COLUMBIA.

REPORT ON THE FISHERIES OF BRITISH COLUMBIA FOR THE SEASON OF 1905, BY INSPECTORS C. B. SWORD, J. T. WILLIAMS AND E. G. TAYLOR.

DISTRICT No. 1.

New Westminster, B.C., April 10, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to inclose statistics of the fisheries for District No. 1, British Columbia, for the year 1905. These include halibut (none of which are taken in this district) brought into the ports of Vancouver and New Westminster, which have been taken in Districts Nos. 2 and 3, mainly the former.

The salmon pack this year has been very good, 846,998 cases. This is not as much as was put up in 1901, though had the necessary labour in the canneries been obtainable, the 1901 pack might have been not only equalled but exceeded. During the run there were altogether five days in which the canneries had to place the fishermen on the limit (viz., 200 fish in the 24 hours to each boat), being unable to handle more.

This total is made up of 811,340 cases of sockeyes, 5,507 cases of springs, 3,304 cases of humpbacks and 26,847 of cohoes.

It will be observed that the pack this year is almost wholly composed of sockeyes.

In comparing this pack with that of former years, the 26,140 cases put up at Esquimalt (District No. 3) should be taken into account. On Puget Sound the pack was 825,453 cases, practically all Fraser river salmon, so that the pack of these fish for the two countries is just about equal.

In 1901, the Fraser river pack was 984,911 cases and Puget Sound pack 1,106,643 cases.

In explanation of the large increase in the amount of fresh and frozen salmon, this includes 2,000,000 lb. of salmon (mainly sockeye) exported to Puget Sound canneries after the expiration of the annual close season when our own canneries had closed down. The Indian consumption on account of the heavy run is also estimated at a much higher amount than in poor years.

The oil and guano returns are simply those of the Fraser River Oil & Guano Works, as the district as now limited does not cover any dog fishing grounds.

The fish roe, while one-half larger than for the larger district, does not include any herring spawn, there being practically none of this collected by the Indians in this district as now limited, but the increase is accounted for by the larger quantity of the salmon roe available; 13,000 lb. of this was salted and shipped to Japan.

The quantities given for halibut are the exact returns given by the New England Fish Company and the Cold Storage Companies; the fish taken by individual fishermen and consumed locally coming into the returns for Districts Nos. 2 and 3.

Nearly all the herring taken, which in former years were brought to Vancouver for bait, would have been entered in the Fraser river returns. These were taken at Nanaimo and come into the statistics of District No. 3. The small quantity given for District No. 1 this year represents the catch in Burrard Inlet, which was trivial. District No. 3 statistics also include 240,320 lb. put up at the Unique Cannery, Fraser river, as 'Dry salted', 'Kippers', 'Bloaters' and 'Digby Chicks.'

It will be seen that the total value of the fisheries for this district shows a large increase over the returns of 1904, although in that year the catch from the greater part of what is now District No. 3 was included. This increase is of course mainly attributable to the canned salmon pack, which is this year ten times the value of that of 1904. The actual pack was between six and seven times that of 1904, but the higher price obtained makes up the difference.

Your obedient servant,

C. B. SWORD,

Inspector of Fisheries.

DISTRICT No. 2.

PORT ESSINGTON, March 25, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to inclose my annual statistical report of the Fisheries of the Northern coast of British Columbia, District No 2, for the year ending 1905, including statement of salmon packs, of the different canneries.

These returns show a slight increase in the aggregate, the total value of fish and fish products in 1905 being $2,011,199 against $1,902,046, in 1904. Although there has been a decrease in the pack of canned salmon in 1905, other branches of the industry have been more fully developed during the year, consequently the loss occurring from the decrease in the salmon pack, has not materially affected the statistical returns.

SALMON.

The total pack of salmon for the district for the season of 1905, is as follows:—

	Cases.
Sockeye	228,232
Cohoe	12,342
Spring	19,864
Humpback	9,411
	269,849

Against in 1904:—

	Cases.
Sockeye	243,384
Cohoe	22,840
Spring	24,583
Humpback	31,296
	322,103

Approximate detailed decrease and increase, season 1905.

	Cases.
Skeena river, decrease	40,000
Rivers Inlet "	11,000
Northern coast "	3,000
Naas river, increase	3,000

With reference to the decrease shown in the aggregate salmon pack in my district for the year 1905, viz., about 50,000 cases, you will notice that 40,000 of this occurs on the Skeena river, and is attributable to several causes. In the first place there were three canneries less in operation than last season, consequently less boats were fishing, but undoubtedly there was a smaller and shorter run of sockeye, as the fishermen averaged per boat less last season than in 1904.

I also consider that the immense quantity of snags in the principal drifts acted most detrimentally, and was one of the chief causes of the decrease in the pack, the small snag boat now in operation on the Skeena river is entirely inadequate, in fact is of little use, as she cannot handle the immense snags that accumulate in the principal drifts, not to mention the terrible destruction of nets entailed.

I may also say in this connection that the work of enforcing the fishery regulations on the Upper Skeena, that was authorized by the department, was most successful, the three fishery officers, and Overseer Helgesen, placed a check on this illegal work, which had been proceeding for years, and I am gratified to be able to report that no barricades were constructed during the season, on the spawning grounds of the Upper Skeena, and the illegal sale of dried salmon, that had been on the increase and had almost assumed the importance of an industry, was entirely stopped.

I may call your attention to Overseer Helgesen's long and interesting report on his work in this district, last season, forwarded to the department by me with my deductions and recommendations on January 5, 1906.

I may also say that during last season the department undertook the work of removing the obstructions on the Oxstahl river, a tributary of the Skeena, that had been in existence for a considerable time. These obstructions were removed in sufficient time to enable the sockeye to ascend to their spawning grounds in the lake, and they were seen in thousands spawning in the different streams tributary to this lake, this being the first time in my experience that sockeye have reached these spawning grounds in any quantity, and I consider this will be a valuable acquisition to the area of spawning ground tributary to the Skeena river.

The department have already issued instructions for the removal of the Copper river obstructions, and the work will be proceeded with as soon as climatic conditions are favourable and render the work practicable. This will again open up a vast area of spawning ground which will be tributary to the Skeena river.

I may call the attention of the department to the desirability of erecting a twenty million capacity hatchery on the Upper Skeena, with as little delay as possible, this I consider of the utmost importance.

With reference to Rivers Inlet, I have again to report a magnificent run of sockeye, equalling if not surpassing that of 1904, indeed the run was so heavy at times that the cannerymen were unable to handle the fish, and from the 20th of July to the 27th, there was no fishing at all on the Inlet, owing to the scarcity of cans. I am aware the pack was about 11,000 cases short of 1904, but I attribute this to the fact that the cannerymen not anticipating so heavy a run, and in view of the probable 'big run' on the Fraser, prepared for smaller packs, and when the heavy run arrived they had not sufficient cans and were unable to procure them.

Fishery Officer Nordschow reports that the fishery regulations were observed throughout the season, with very few exceptions, that the spawning grounds on Oweekayno lake were carefully guarded during the fall, and that the Indians in taking their winter supply of food, observed the regulations in every respect.

I consider that up to and during the season of 1905, fishery matters on Rivers Inlet were in the most satisfactory condition.

With regard to the Naas river, I may inform you that the run was good, showing a slight increase in the pack against that of 1904.

Snags are very prevalent in this river and it is desirable to place a small snag boat here for the purpose of keeping the main drifts clear of snags; a very heavy loss is sustained annually by the cannerymen and fishermen. My suggestion relative to this matter was to place the small snag boat now in operation on the Skeena river, on the Naas, when the proposed new one for the Skeena is available.

In September, last year, the department authorized the Reverend McCullough, of Naas River, to make a preliminary survey of the obstruction existing at the head waters of this river, near Magiarden lake, with a view to ascertain the exact conditions existing there, Mr. McCullough made a complete survey of said obstruction, taking photographs and making sketch plans, estimates and specifications, and provided me with a most able and intelligent report, this I forwarded to the department on March 15, 1905, with my deductions and recommendations.

I consider the removal of this obstruction is of vital importance to the prosperity of the Naas river salmon fisheries, it will open up a vast area of spawning ground which should in a few years materially influence and increase the quantity of sockeye now captured on this river. I trust this important work will be completed during next winter.

With regard to our other northern coast salmon fisheries, there was an average catch last season. These fisheries do not vary much, one can generally forecast the probable catch, and I have no fears for their depletion so long as they are protected and patrolled during the fishing season, they should remain in their present condition indefinitely.

I may inform you that throughout the district the fishery regulations have been rigorously enforced, and, considering the number of licenses issued and the extensive area of water fished, and the number of fishermen of all sorts and nationalities engaged in these operations, there have been very few infringements of the regulations.

Referring to the qualo or dog salmon, I may inform you that there has been a considerable increase, the Japanese when they have finished with the sockeye and cohoe fishing, now turn their attention to the dog salmon, they have erected five small salteries in different parts of the district, and employ the local Indians to help them catch these fish, which they salt for the Japanese market.

I believe these fisheries in another two years will increase to the proportions of an industry, as the dog salmon abounds in almost inexhaustible quantities in the different rivers and creeks throughout the district.

HALIBUT.

I may inform you that three-quarters of the whole of the British Columbia catch of halibut are caught in District No. 2, but are taken to Vancouver and exported from that port, only a comparatively small quantity being exported direct from my district, therefore the statistical returns are forwarded to the department by Inspector Sword in his report as it has been customary for the port from which the fish are shipped, to make the returns.

I have already drawn up and submitted to the department a draft code of proposed regulations and suggested an amendment to the Fishing by Foreign Vessels Act, and trust that this immensely valuable commercial product will receive the protection of the department, as foreign vessels are undoubtedly rapidly depleting our halibut banks.

OULACHON.

This fish is not receiving the attention it deserves, it can be caught in large quantities during the spring of the year, on all the principal rivers in the district, but with the exception of the Indians, it receives very little attention as a commercial commodity.

MISCELLANEOUS.

With regard to the above I may say that though the waters in my district abound with an almost inexhaustible supply of edible fishes, salmon, halibut, all species of cod, oulachon, herring, &c., the population is so sparse that there is comparatively little fishing outside the salmon and halibut.

In view of the greater interest now being taken in the utilization of our deep sea fisheries, and also in view of the fact that the population of the district is rapidly increasing, and in all probability during the next few years one or more large cities will come into existence, I consider it most desirable that the regulations under which these are to be prosecuted should receive the immediate attention of the department.

I have the honour to be, sir,
Your obedient servant,
JOHN T. WILLIAMS,
Inspector of Fisheries.

DISTRICT No. 3.

NANAIMO, B.C., April 19, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to inclose my statistical report of the fisheries for District No. 3, British Columbia, for the year ending December 31, 1905. The returns for this division show a marked increase and the developments in the various branches of our fisheries have been most satisfactory during the past year, especially is this development noticeable in the increased pack of dry salted salmon and in the expansion of the herring industry.

SALMON.

The operation of salmon traps in the Straits of Juan de Fuca has been a very important feature in the salmon industry of this province, and the measure of success that has attended the trap fishing has stimulated the industry to a great extent. The number of traps on the west coast of Vancouver Island would have been much greater if it were not for the fact that this was the year for the large run of salmon to the Fraser river.

All the salmon caught in the traps were taken in barges to the canneries on the Fraser, with the exception of those taken from the traps of Todd & Sons, which supplied their large new cannery at Esquimalt. The salmon shipped from the traps to the Fraser River canneries are included in the statistical returns of Inspector Sword, and so will not appear in my returns. The indications are that next year the number of salmon traps in the Straits of Fuca will be greatly augmented. The Capital City Canning Co. will have a new cannery completed and ready for the next season's operations at Victoria.

I have no doubt that all the companies operating traps on the west coast of Vancouver Island will erect canneries at or near Victoria, as taking the salmon from the traps to the Fraser river canneries by tugs and scows is expensive, they are apt also to deteriorate in quality if taken a long distance.

This was the banner year for the British Columbia Packers Cannery at Alert Bay. They are now beginning to reap the benefit of the hatchery at Nimpkish lake. This year they placed in their hatchery five million and thirty-seven thousand (5,037,000) sockeye eggs.

In my preliminary report I recommended the erection of small hatcheries for the artificial propagation of salmon. I would again emphasize the importance of such an undertaking; the success of the Nimpkish hatchery is an evidence of the wisdom of artificial propagation.

The Clayoquot Canning Co. put up a considerable quantity of spring salmon (mild cured) for the German market. The spring salmon taken in the traps were mild cured at Victoria and shipped to foreign markets. The demand for the spring salmon is growing rapidly and next year a number of new companies will be engaged in the export of this valuable fish.

HERRING.

The operation of the Scottish herring curing staff under the supervision of Mr. J. J. Cowie has given a stimulus to the herring industry from which we will reap the benefit for all time to come.

This is shown in the extensive preparations now going on to handle the herring that annually visit our bays and harbours in such vast shoals. The practical lessons given by Mr. Cowie and his staff will also result in placing upon our market a first-class article.

WHALING.

The whaling station at Barclay Sound is now in full operation, and as sulphur bottoms, humpbacks, and many kinds of smaller whales are abundant all along the coast, this enterprise ought to yield a rich harvest to the promoters. Another whaling station is to be erected farther up the coast at Rose Harbour.

HALIBUT.

The halibut banks in my division extend all along the west coast of Vancouver Island. As they receive very little protection, poaching is carried on to a considerable extent.

It is to be regretted that fishing firms operating in British Columbia do not enter more extensively into the halibut industry.

SEALING.

The Victoria Sealing Co., despatched 18 vessels to the Behring Sea, but one *The Fawn*, was lost with all hands on board. The 17 vessels which returned secured an average catch of 765 skins; last year the average catch of 21 vessels was 626 skins.

A smaller number of Indians were engaged in the sealing along the west coast of Vancouver Island than last year.

PATROL.

Should the large fishing areas in this division receive the attention and protection that their importance demands, it is absolutely necessary that patrol boats should be placed on the east and west coasts of this island.

As the waters between Vancouver Island and the mainland are not exposed to the storms of the Pacific, a small cruiser would do the work required for the east coast.

I have the honour to be, sir,
Your obedient servant,

EDWARD G. TAYLOR,
Inspector of Fisheries.

STATEMENT

Of the Yield of Fisheries in District No. 1, Southern part of British Columbia, for the Year 1905.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$
Salmon, canned	48-lb. cases.	846,998	6 00†	5,081,988
〃 salted	Brls.	2,200	10 00	22,000
〃 dry salted	Lb.	9,700,000	0 05	485,000
〃 dried (Indian cons'n)	〃	1,000,000	0 05	50,000
〃 smoked	〃	120,000	0 10	12,000
〃 fresh and frozen	〃	7,500,000	0 10	750,000
Sturgeon	〃	20,000	0 10	2,000
Halibut	〃	7,200,000	0 05	360,000
Herring, fresh and salted	〃	100,000	0 05	5,000
〃 smoked	〃	10,000	0 10	1,000
Oulachons, fresh	〃	50,000	0 05	2,500
〃 salted	Brls.	150	10 00	1,500
〃 smoked	Lb.	2,000	0 10	200
Smelts	〃	180,000	0 05	9,000
Trout	〃	150,000	0 10	15,000
Cod	〃	300,000	0 05	15,000
Shad	〃	15,000	0 05	750
Mixed	〃	100,000	0 05	5,000
Fish oil	Galls.	62,000	0 35	21,700
Fish roe	Lb.	30,000	0 05	1,500
Guano	Tons	617	30 00	18,510
Estimate of oysters, clams, crabs and other fish not included in above		....	....	10,000
Total, value		....	....	6,869,648

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† The pack being nearly all sockeye and put up in ½-lb. cans, was sold at over $6 per case, so it is valued at that price instead of $4.80, as formerly.

CAPITAL invested in District No. 1, (Southern) British Columbia Fisheries, 1905

Description of Property.	Number.	Value.	Total.
		$	$
Fisheries—			
Canneries, wharfs, &c	37	151,500	
Vessels †	29	230,000	
Boats	3,000	180,000	
Gill and seine-nets, (fathoms)	450,500	338,250	
Trawls and lines	......	5,000	
Scows	150	30,000	
Cold storage plants	3	120,000	
Oil factories	1	35,000	
Salteries	4	6,000	
Traps	3	20,000	
			1,115,750

Employees in Fisheries.	Number.	Total.
Fishermen	5,552	
In canneries	4,692	
On vessels	220	
		10,464

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† Including 4 steamers, valued at $130,000, used in halibut fishing.

BRITISH COLUMBIA SALMON PACK—DISTRICT No. 1, 1905.

Name of Cannery.	Owners or Agents.	Sockeye.	Cohoes.	Springs.	Hump-backs.	Totals.
		Cases.	Cases.	Cases.	Cases.	Cases.
Albion	B. C. Packers' Association.	327,721	9,545	1,617	......	338,88
Atlas						
Anglo-American						
Acme						
Brunswick No. 2						
Canadian Pacific						
Currie McWilliam's						
Colonial						
Celtic						
Cleve						
Dinsmore						
Ewen's						
Imperial						
Pacific Coast						
Terra Nova						
Phœnix Britannia	A.B.C. Packing Co., Ltd.	102,592	2,463	2,587	......	107,642
British American						
Canoe Pass						
Wadhams'						
British Columbia						
Scottish Canadian	Malcolm Cannon & Co.	98,774	3,768	594	2,750	105,886
Gulf of Georgia						
English Bay						
Richmond	J. H. Todd & Sons	44,980	4,000	......	......	48,980
Beaver						
Lighthouse	Frederation Brand	27,407	53	4	52	27,516
Vancouver	Canadian Canning Co.	59,992	......	41	242	60,275
Fraser River						
Burrard Canning Co.	......	12,502	......	......	......	12,502
Steveston Canning Co.	......	9,100	......	......	......	9,100
Buttermier & Dawson	......	22,851	......	......	......	22,851
St. Mungo	......	29,190	5,508	664	......	35,362
Peter Birrell	......	12,944	......	......	......	12,944
C. S. Windsor	......	11,079	......	......	......	11,079
Northern Canning Co.	......	18,597	13	......	260	18,870
National Packing Co.	......	2,732	......	......	......	2,732
Vancouver Fish & Curing Co	......	1,000	......	......	......	1,000
British Columbia Canning Co	......	29,879	1,497	......	......	31,376
		811,340	26,847	5,507	3,304	846,998

SALMON PACK, 1905—DISTRICT No. 2, BRITISH COLUMBIA.

Name of Cannery.	Location.	Sockeye, 48 lb. cases.	Cohoe, 48 lb. cases.	Spring, 48 lb. cases.	Hump-back, 48 lb. cases.	Cannery Totals.	District Totals.
		Cases.	Cases.	Cases.	Cases.	Cases.	Cases.
Balmoral	Skeena River	18,122	1,428	3,354	1,223	24,127	
British American	"	12,828	661	3,304	.....	16,793	
Inverness	"	10,601	422	1,106	3,100	15,229	
Oceanic	"	11,950	899	2,241	1,769	16,859	
Claxton	"	13,495	1,699	1,511	1,431	18,136	
Skeena River Com. Co	"	6,745	579	1,042	.....	8,366	
Cassiar	"	7,538	373	808	.....	8,719	
Alexandra	"	2,063	866	1,052	.....	3,981	
Ladysmith	"	1,375	320	180	.....	1,875	
Totals	.....	84,717	7,247	14,598	7,523	.....	114,085
Brunswick	Rivers Inlet	22,772	.....	80	.....	22,852	
Wadham's	"	22,826	.....	.....	.....	22,826	
Good Hope	"	16,443	.....	33	.....	16,476	
Rivers Inlet	"	20,730	.....	238	.....	20,968	
Totals	.....	82,771	.....	351	.....	.....	82,122
Mill Bay	Naas River	8,396	1,482	2,066	733	12,677	
Port Nelson	"	7,585	864	645	1,107	10,201	
John Wallace	"	8,481	737	629	.....	9,847	
Totals	.....	24,462	3,083	3,340	1,840	.....	32,725
Lowe Inlet	Northern Coast	7,683	373	.....	.....	8,056	
Namu	"	3,000	639	.....	48	3,687	
Kimsguit	"	9,003	1,000	200	.....	10,203	
Bella Coola	"	8,654	.....	1,375	.....	10,029	
Smiths's Inlet	"	7,942	.....	.....	.....	7,942	
Totals	.....	36,282	2,012	1,575	48	.....	39,917
Grand Totals	.....	228,232	12,342	19,864	9,411	269,849	269,849

BRITISH COLUMBIA FISHERIES, 1905—DISTRICT No. 2.

Number.	Disttict No. 2.	Vessels, Boats, &c.												Kinds and Quantities of Fish and Fish Products.			Number.
		Vessels.				Boats.			Gill-nets.		Seines.		Trawls and Lines.	Salmon.			
		Number.	Gross tons.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Fathoms.	Value.	Value.	Cases.	Salt, brls. $10.	Dry salt, 5c. lb.	
				$			$			$		$	$				
1	Skeena River..	13	600	63,000	60	641	57,205	2,561	160,400	85,490	250	850	....	114,085	1,400	150,000	1
2	Rivers Inlet	4	160	18,000	20	498	15,605	1,466	101,600	41,460	150	600	....	83,122	100	160,000	2
3	Naas River	3	120	4,500	10	180	16,470	696	40,000	16,600	....	....	....	32,725	120	100,000	3
4	North Coast	7	280	22,200	25	146	6,000	697	28,360	17,500	2,060	5,000	10,000	39,917	1,000	284,000	4
5	Queen Charlotte Islands	2	80	3,000	8	14	1,400	62	....	....	.....	.....	20,000	....	400	90,000	5
	Totals	29	1,240	110,700	123	1,479	96,680	*5,482	330,360	161,050	2,460	6,450	30,000	269,849	3,020	784,000	
	Values $	.....	....	....	.....	....	....	....	....	....	......	......	1,500	1,295,274	30,200	39,200	

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* Including all cannery employees.

BRITISH COLUMBIA FISHERIES, 1905—DISTRICT No. 2—*Continued.*

Number.	District No. 2.	Kinds and Quantities of Fish and Fish Products.														Total Value of all Fish.	Number.
		Salmon.				Herring.		Oulachon.									
		Smoked, 10c. lb.	Fresh. 10c. lb.	Frozen, 5c. lb.	Halibut, 5c. lb.	Salt and fresh, 5c. lb.	Smoked, 10c. lb.	Fresh, 5c. lb.	Salt, $10, brls.	Smoked, 10c. lb.	Canned Clams, ($4.80) cases.	Trout, 10c. lb.	Mixed, 5c. lb.	Hair seals, 25c. lb.	Fish oil, 35c. gall.	$ cts	
1	Skeena River	60,000	100,000	169,100	900,000	4,000	2,000	10,000	100	1,500	...	8,000	10,000	300	1,000	642,338 00	1
2	Rivers Inlet	3,000	30,000	....	4,500	15,000	....	...	....	...	....	3,000	2,000	200	500	412,885 00	2
3	Naas River	80,000	20,000	....	50,000	7,000	1,500	450,000	2,000	3,000	....	2,000	10,000	400	1,000	220,230 00	3
4	North Coast	50,000	10,000	....	4,000	80,000	...	....	100	3,000	.	1,000	10,000	600	8,000	230,851 00	4
5	Queen Charlotte Islands	......	20,000	....	140,000	40,000	6,000	....	.....	... ..	400	2,000	30,000	300	13,490	28,516 50	5
	Not itemized	....	....	... .	....	....	....	....	......	.. .	.	......	.....	.....	......	100,000 00	
	Totals	193,000	180,000	169,100	1,098,500	146,000	9,500	460,000	2,200	7,500	400	16,000	62,000	1,800	23,990		
	Values $	19,300	18,000	8,455	54,925	7,300	950	23,000	22,000	750	1,920	1,600	3,100	450	8,396 50	1,634,820 50	
	Estimate of fish not included in above															100,000 00	
	Grand total															2,011,199 50	

RECAPITULATION

Of Yield and Value of Fisheries in District No. 2, **British Columbia,** for Year 1905

Kinds of Fish.	Quantity.	Price.	Value.
		$ cts.	$ cts.
Salmon, canned .48 lb. cases	269,849	4 80	1,295,274 00
" salted brls.	3,020	10 00	30,200 00
" dry salted lb.	784,000	0 05	39,200 00
" smoked "	193,000	0 10	19,300 00
" fresh "	180,000	0 10	18,000 00
" frozen "	169,100	0 05	8,455 00
Halibut "	1,098,500	0 05	54,925 00
Herring, fresh and salted "	146,000	0 05	7,300 00
" smoked "	9,500	0 10	950 00
Oulachon, fresh "	460,000	0 05	23,000 00
" salted brls.	2,200	10 00	22,000 00
" smoked lb.	7,500	0 10	750 00
Trout "	16,000	0 10	1,600 00
Mixed "	62,000	0 05	3,100 00
Hair seals skins	1,800	0 25	450 00
Fish oil galls.	23,990	0 35	8,396 50
Canned clams cases	400	4 80	1,920 00
Estimate of fish not included in above	...	...	100,000 00
			1,634,820 50

Fisheries Capital invested in **British Columbia,** District No. 2, 1905.

Description of Property.	Number.	Value.
		$ cts.
Fisheries—		
Canneries, wharfs, &c	31	542,500 00
Vessels	29	84,802 00
Boats	1,479	106,662 00
Gill and seine nets (fathoms)	330,360	161,800 00
Trawls and lines	..	1,500 00
Scows	95	19,000 00
Oil factories	2	9,000 00
Salteries	6	23,000 00
Total capital	..	948,354 00
Employees in fisheries—		
Fishermen and cannery workers	5,482	
Employed in vessels	123	
Total	5,605	

BRITISH COLUMBIA—DISTRICT No. 3.

Number.	DISTRICTS.	VESSELS AND BOATS.						FISHING MATERIALS.							KINDS OF FISH.					Number.
		Vessels.			Boats.			Gill-nets.		Seines.		Trap-nets.		Lines.						
		Number.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Fathoms.	Value.	Number.	Value.	Value.	Salmon, canned cases, No.	Salmon, dry-salted, lb.	Salmon, smoked, lb.	Salmon, fresh, lb.	Halibut, fresh, lb.	
			$			$			$		$		$	$						
1	Nanaimo	4	15,500	18	98	5,880	196	5,200	4,160	1,800	2,700	..	....	1,100	.....	485,000	48,000	220,000	130,000	1
2	Cowichan	1	4,000	5	30	1,800	60	1,650	1,320	300	450	..	....	400	.....	256,000	32,000	185,000	125,000	2
3	Victoria	17	22,800	51	30	1,800	55	1,500	1,125	......	...	33	330,000	2,500	30,500	1,812.100	21,750	124,560	159,300	3
4	Alberni	1	8,500	8	38	2,280	131	2,958	2,218	450	675	..	....	575	4,813	1,300,000	8,550	28,500	23,800	4
5	Clayoquot	1	8,000	7	35	2,250	91	3,200	2,400	300	450	2	20,000	350	4,596	....	10,500	24,800	34,650	5
6	Alert Bay	1	4,000	4	24	1,450	56	1,750	1,275	1,850	2,775	..	....	450	8,728	38,000	1,500	6,000	14,800	6
7	Quathiaska	1	3,500	3	18	1,108	65	1,270	950	350	525	..	......	375	2,338	....	2,500	4,500	1,950	7
8	Comox	1	3,800	3	16	1,050	55	980	750	450	675	..	....	350	....	43,600	3,400	6,000	91,100	8
9	West Coast, Mainland	3	4,500	7	25	1,500	70	875	650	900	1,350	..	... ...	225	....	76,500	4,800	8,500	22,300	9
	Totals	30	74,600	106	314	19,118	779	19,383	14,848	6,400	9,600	35	350,000	6,325	50,975	4,010,600	133,000	607,860	602,900	
	Values	..	....	....	...	....	....	....	....	....	......	..	....	.....	244,680	200,530	13,300	60,786	30,145	

BRITISH COLUMBIA—DISTRICT No. 3.

Number.	Districts.	Kinds of Fish and Fish Products.														Total Value of all Fish.	Number.
		Herring, fresh and salted, lb.	Herring, smoked, lb.	Smelts, lb.	Trout, lb.	Cod, lb.	Mixed fish, lb.	Hair seal, No.	Fish oil, galls.	Fish guano, tons.	Clams, sacks, (125 lb each).	Oysters, sacks, (125 lb. each).	Crabs, doz.	Whale oil, galls.	Whale guano, tons.	$ cts.	
1	Nanaimo	3,950,000	68,500	....	55,000	230,000	140,000	274	48,500	180	850	250	500	.....	......	312,755 50	1
2	Cowichan	8,000	23,000	50,000	100,000	95,500	65,000	450	12,500	......	1,100	200	400	....	....	71,642 50	2
3	Victoria	154,000	8,000	154,000	128,000	14,500	110,000	570	6,300	.....	300	400	600	...	...	299,603 50	3
4	Alberni	28,500	5,000	....	2,500	6,000	15,000	740	7,800	......	1,200	80	150	8,400	75	106,472 40	4
5	Clayoquot	30,000	4,000	....	3,000	4,500	10,500	600	7,400	......	150	50	100	......	......	33,733 30	5
6	Alert Bay	25,000	1,000	2,000	2,500	3,500	9,000	300	1,000	....	100	70	110	.....	......	47,619 40	6
7	Quathiaska	18,500	850	1,500	3,000	4,000	8,000	250	1,500	......	125	50	114	....	...	15,114 40	7
8	Comox	28,000	3,800	2,500	5,000	7,000	10,000	450	3,800		700	150	300	....	......	14,012 50	8
9	West Coast, Mainland	7,500	50,000	1,800	3,500	3,500	8,500	250	1,200	....	400	90	400	......	......	14,242 50	9
	Totals	4,249,500	164,150	211,800	302,500	368,500	376,000	3,884	90,000	180	4,925	1,340	2,674	8,400	75		
	Values	212,475	16,415	10,590	30,250	22,110	18,800	2,913	31,500	5,400	4,925	4,690	1,337	2,100	2,250	915,196 00	

Shrimps and prawns	$ 2,000 00	
Abelonies and mussels	2,400 00	4,400 00
Estimate of fish not included		95,000 00
Fur seals		331,152 00
Grand total		1,345,748 00

RECAPITULATION

OF the Yield and Value of the Fisheries of District No. 3, British Columbia.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Salmon, canned	Cases.	50,975	4 80	244,680 00
" dry salted	Lb.	4,010,600	0 05	200,530 00
" smoked	"	133,000	0 10	13,300 00
" fresh	"	607,860	0 10	60,786 00
Halibut, fresh	"	602,900	0 05	30,145 00
Herring, fresh and salted	"	4,249,500	0 05	212,475 00
" smoked	"	164,150	0 10	16,415 00
Smelts	"	211,800	0 05	10,590 00
Trout	"	302,500	0 10	30,250 00
Cod	"	368,500	0 06	22,110 00
Mixed fish	"	376,000	0 05	18,800 00
Hair seals	Skins.	3,884	0 75	2,913 00
Fish oil	Galls.	90,000	0 35	31,500 00
Whale oil	"	8,400	0 25	2,100 00
Clams	Sacks, 125 lb.	4,925	1 00	4,925 00
Oysters	"	1,340	3 50	4,690 00
Crabs	Doz.	2,674	0 50	1,337 00
Whale and fish guano	Tons.	255	30 00	7,650 00
Shrimps and prawns				2,000 00
Abelonies and mussels				2,400 00
Estimate of fish not included in above				95,000 00
Fur seals	Skins.	13,798	24 00	331,152 00
Total				1,345,748 00

STATEMENT of the Capital invested in District No. 3, British Columbia Fisheries, 1905.

Description of Property.	Number.	Value.	Totals.
		$	$
Canneries, wharfs, &c		96,000	
Vessels	30	74,600	
Boats	314	19,118	
Gill and seine-nets, fathoms	25,783	24,548	
Trap-nets and traps	35	350,000	
Lines		6,325	
Whaling station, plant and wharfs	1	70,000	
Salteries	13	32,500	
Scows	32	14,350	
Oil factories and barges	3	13,000	
			700,441
Fur sealing—			
Vessels	37	370,000	
Boats and canoes		5,800	
Guns and equipments		17,800	
			393,600
Capital total			1,094,041

Employees in Fisheries.	Number.	Totals.
Fishermen and cannery employees	1,525	
On vessels	106	
		1,631
Sailors and hunters in fur sealing—		
Whitemen	188	
Indians	330	
		518
Total		2,149

BRITISH COLUMBIA SEALING REPORT, 1905.

Numbers.	Vessels.	License No.	Masters.	Tons.	Crews.		Boats.	Canoes.	B. C. Coast Catch.		Catch outside area of Award.		Eastern Behring Sea Catch.		Totals.	Branded skins.
					Whites.	Indians.			Males.	Females	Males.	Females	Males.	Females		
1	Ainoko	17	Wm. Delouchrey	75	6	17	2	8					264	138	402	
2	Allie I. Alger	8	George Heater	75	8	27	2	13	122	123			340	303	888	2
3	Carrie C. W	14	V. Gullin	92	7	29	2	14					387	314	701	
4	Carlotta G. Cox	4	J. Christian	76	21		6		80	204	68	287	39	110	788	
5	Casco	1	Wm. Munro	63	21		6		223	202	256	203	85	106	1,075	
6	City of San Diego	5	A. C. Folger	46	18		5		73	106	198	28	183	143	731	
7	Diana	3	A. B. Whidden	50	18		5		58	215	186	98	39	77	673	1
8	Director	15	D. G. Macauley	87	8	26	2	13					293	329	622	
9	Dora Siewerd	7	R. E. McKeil	94	7	30	2	14	44	61			320	393	818	1
10	Eva Marie	9	V. Jackobson	77	9	28	3	12	81	65			298	393	837	3
11	Fawn	13	A. H. Olsson		Missing.											
12	Ida Etta	16	H. F. Brown	69	6	23	2	11					165	307	472	
13	Jessie	10	J. Haan	48	7	24	2	13	107	98			452	249	906	4
14	Libbie	6	W. Heater	93	8	26	2	13	134	117			468	361	1,080	
15	Umbrina	11	John G. Searle	99	8	35	3	16	148	127			416	464	1,155	2
16	Vera	2	A. St. Clair	60	21		6		140	111	181	146	89	86	753	
17	Victoria	12	W. D. Byers	63	7	22	3	11	57	83			290	373	803	12
18	Zella May	18	B. N. Balcom	66	8	22	2	11					192	110	302	3
				1,233	188	309	55	149	1,267	1,512	889	762	4,320	4,256	13,006	28

Indian catch (by individual Indians in canoes along this coast	792
Total catch of Canadian vessels	13,798

NOTE—The *Acapulca*, a schooner operated under provisional Mexican registry, brought in 379 skins September 13.

SUMMARY.

British Columbia coast catch	3,571
Catch outside area of award	1,651
Eastern Behring sea catch (vicinity of Pribyloff islands	8,576
Total	13,798

RECAPITULATION

Of the Yield of Fisheries in all **British Columbia** for the Year 1905.

Kinds of Fish.	Quantity.	Price.	Value.	Total.
		$ cts.	$	$ cts.
Salmon, canned (48 lb. cases)	1,167,822		6,621,942	
" fresh or frozen lb.	8,456,960		837,241	
" smoked "	446,000	0 10	44,600	
" dry salted "	15,494,600	0 05	774,730	
" salted brls.	5,220	10 00	52,200	
				8,330,713 00
Halibut lb.	8,901,400	0 05		445,070 00
Herring, fresh and salted "	4,495,500	0 05	224,775	
" smoked "	183,650	0 10	18,365	
				243,140 00
Oulachons, fresh "	510,000	0 05	25,500	
" smoked "	9,500	0 10	950	
" salted brls.	2,350	10 00	23,500	
				49,950 00
Smelts lb.	391,800	0 05		19,590 00
Trout "	468,500	0 10		46,850 00
Cod "	668,500			37,110 00
Shad "	15,000	0 05		750 00
Sturgeon "	20,000	0 10		2,000 00
Mixed fish "	538,000	0 05		26,900 00
Fish roe "	30,000	0 05		1,500 00
Clams, preserved cans	19,200	0 10	1,920	
" (125 lb. sacks)	7,425	1 00	7,425	
				9,345 00
Oysters " "	2,054	3 50		7,190 00
Mussels, crabs, shrimps and prawns				5,737 00
Estimate of fish not mentioned above				200,000 00
Fish and whale oil galls.	184,390			63,696 50
" " guano tons	872	30 00		26,160 00
Fur seal skins No.	13,798	24 00		331,152 00
Hair " "	5,684			3,363 00
Total 1905				9,850,216 50
" 1904				5,219,106 90
Increase				4,631,109 60

RECAPITULATION.

Of the Capital invested in the Fisheries of the whole of British Columbia.

Articles.	Number.	Value.	Total.
		$	$
Fishing vessels	88	389,492	
" boats	4,793	305,780	
Gill-nets and seines, faths	806,643	524,598	
Trawls and lines		12,825	
Traps and trap-nets	38	370,000	
			1,602,695
Canneries for salmon, wharfs, &c	71		790,000
Salteries	23	61,500	
Cold storage	3	120,000	
Oil factories	6	57,000	
			238,500
Whaling stations	1		70,000
Fishing scows	277		63,350
Total			2,764,545
Fur Sealing Fleet.			
Vessels	37	370,000	
Boats and canoes		5,800	
Equipment		17,800	
			393,600
Total			3,158,145

EMPLOYEES IN FISHING INDUSTRY.

——	Number.	Total.
Fishermen and cannery hands	17,251	
" in vessels	451	
		17,702
Seal hunters—		
Whitemen	188	
Indians	330	
		518
Total		18,220

APPENDIX No. 3.

ALBERTA.

ANNUAL REPORT ON THE FISHERIES OF ALBERTA.

EDMONTON, March 17, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit the usual report and statistics of the Fisheries of this district for 1905.

As stated in my preliminary report for the year, the season opened badly for fishermen, the weather being very mild, a good many fish were spoiled for sale to outside markets, but as a rule, the fishermen did not try to fish until conditions were favourable.

Competition for whitefish for shipment, principally for the American market, was very keen, and fishermen realized good prices for their catch, as high as eleven cents apiece being paid at Pigeon lake. Some of the Indian fishermen who had good stations made ten dollars a day. I am sorry to state, however, that the money received did not seem to benefit them much, as Overseer L. Ingraham Wood, of Pigeon Lake, reports to me, that at close of fishing season he visited all camps, and could see no evidence that the occupants had been recipients of large wages nearly all winter.

Starting from Edmonton in October, I drove to Red Deer, thence via Lacombe to Buffalo lake, and then across to Battle river and Dried Meat lake, from there to Wetaskiwin and Pigeon lake, thence back to Edmonton.

I was astounded at the settlement of all the country I passed through, good farm houses and farms well fenced, and the stacks of grain, gave ample evidence of the fertility of the land, and the prosperity of the settlers. I found on this trip many of the large creeks and small rivers, such as Battle river, Pigeon Lake creek, Stony creek and Meeting creek, either very low or altogether dry, I did not see any signs, however, of any fish being stranded in the creeks, all seemed to have found refuge in the lakes where most of the creeks have their sources.

The number of lakes and creeks in this part of the district, all full of running fish in spring, make it a difficult matter to protect them as strictly and efficiently as I would wish. The guardians have done all possible, by breaking up traps and dams, and by clearing creeks of brush and other accumulations to allow the fish to ascend the creeks to spawn. Their work has been of service, as coarse fish are plentiful all over this section of country. The fishing at Buffalo lake was very good, and lasted all winter, which is unusual. This fishing is all done with hook and line. The black bass put in Buffalo lake are supposed to be thriving, it must be some time before they will be numerous, and make a showing in a lake as large as Buffalo lake.

Leaving Edmonton again in end of October, I visited Lake Ste. Annes, and White Whale lake. I found it to be the universal opinion of old residents of Ste. Annes that this lake was now as well stocked as ever with whitefish.

It is to be regretted that as yet no one has been able to make a success of winter fishing in this lake, Guardian Beaupré tried at many places in the lake this past winter but met with very little success.

White Whale lake is becoming a very important fishing place. Fish are caught all winter and are improving in quality every year.

The Canadian Northern Railway will have their road in operation to White Whale lake this fall, this will open a market for the fish of White Whale lake summer and winter, and for Lake Ste. Annes in summer, and care will have to be taken that they are not overfished.

None of the whitefish lakes in this district could stand the fishing they get for three months in winter if it were continued all through the year.

Little Devil's lake will have to be cleared of the pike in it before it will again be a whitefish lake. These fish simply swarm in this lake and are increasing every year, I think it would be well to consider the wisdom of protecting pike in waters frequented by whitefish. Net fishing for pike for market is not carried on by any one. I am afraid that if something is not done to weed them out, they will at last exterminate the whitefish. As it is they certainly destroy large numbers of young whitefish every year. Pigeon lake suffers to a great extent from their ravages.

On return from Ste. Annes I visited lakes Pakan, Saddle, Floating Stone, Whitefish and Lac la Biche.

The fish in Whitefish lake are increasing owing to less fishing being done, many of the Indians having moved onto the reserve at Saddle lake. Only about a quarter of this lake is in the Indian reserve. So it is quite easy for the department to establish a close season in this lake, all the best bass are outside of the reserve line. I found out at Floating Stone lake that last season, 1904, a half-breed had in a very few nights in spawning season killed 900 fish. This shows this lake is not altogether fished out. The close season was rigidly enforced last fall, and I hope before long to report this lake as again well stocked with fish. The fish in this lake are of unusually large size, and generally very fat. The country about the lake is being settled up quickly, so the preservation of fish in it is of importance.

At Lac la Biche I found that cold weather had prevented any great catch of fish being made in close season. The lake freezing and breaking up constantly made it impossible to set nets.

During the winter some fishermen from Lake Winnipeg made a thorough trial of winter fishing in this lake but could not locate the fish, where they go to is a mystery. The lake swarms with fish in summer time.

A lake 'Finchwood lake,' northeast of Lac la Biche some 30 miles, was found to afford good winter fishing, and doubtless many others will also be found to do likewise. A railroad passing close to Lac la Biche, and a charter has been granted for one, will open up a great fishing country. The fish in all lakes in this section are very large and fine.

Opposite Pakan, 12 miles south, is Whitford lake which is drained by the Egg creek. For some years past there have been very few fish in this lake, now as a result of keeping the creek clear of traps, and protection during close season, the lake is well stocked with pike, which furnish a welcome change of diet to the settlers near it.

Beaver, Hasting, and other small lakes and creeks in the Beaver hills are all full of coarse fish and are well looked after by Guardian McKenzie.

Cooking Lake, 20 miles S.E. of Edmonton, and Gull lake 8 miles west of Lacombe, are both summer resorts for Edmonton people and others; cottages have been built, gasoline launches put on, and lots at both lakes command good prices. There is a constant demand from the frequenters of these lakes, who represent the chief citizens of Edmonton. Strathcona and Lacombe, to get some sporting fish like black bass put in these lakes, and I might state in this connection that from all over Alberta, north and south of the Red Deer river, I am constantly receiving letters asking to have lakes and rivers stocked with fish. These demands can only be met I think by the establishment of a hatchery in Alberta. Edmonton as the destributing point of three lines of railway, and the number of lakes in close proximity suitable for stocking, would seem to me as offering the most suitable site. By Edmonton I mean anywhere in the Edmonton district where suitable water could be had.

The regulations have been fairly well observed throughout the district. The damming of creeks, the making fish traps, and the use of small meshed nets and spears are the most common offences, The guardians have confiscated quite a number of the two latter, and destroyed a large number of small dams and traps. It is almost impossible to secure convictions, as the offenders are chiefly foreigners who plead ignorance of our laws and language. I think the evil is abating but it would greatly assist me if fishery notices, printed in German, Russian and Galician, as well as in English, were issued by the department. If I might make a suggestion, it would be to have a small card printed with the close season stated and same information as contained on present fishery notices, and have these in the different languages I have mentioned, and ask the Dominion land agents throughout the district to give every homesteader a copy, then there could be no pleading of ignorance of the law. This plan I feel certain would greatly assist in the protection of our fisheries, and would also be appreciated by the majority of the settlers, who are, I think, willing to obey the regulations once they know them.

It is difficult for me, who have lived nearly all my life in the district under my charge, and who yearly take trips covering a large part of it, to refrain from enlarging on the great change that is taking place in the country and the rapidity with which it is being settled. This much I can say, that wherever I have been, I have found the settlers contented and pleased with their location, and as a rule enthusiastic over the soil and climate.

I mention this matter of settlement in order that you may realize the necessity for stricter and more protection, in order to maintain the fisheries of the district at their present standard. The greatest drain will be on the whitefish lakes; high prices for fish for export will cause them to be fished to their utmost. Give the fish a chance to spawn, and limit the fishing privileges in the lakes, and I think there is no reason to fear that the waters in the district will not hold their own.

I have the honour to remain, sir,

Your obedient servant,

HARRISON S. YOUNG,

Inspector of Fisheries.

ALBERTA.

RETURN of the Number of Fishermen, Boats, Nets, &c., the Quantity and Value of all Fish caught in the waters of Alberta for the Year 1905.

Number.	Districts in Alberta.	Fishing Material.								Kinds of Fish.						Number.
		Boats.			Gill-nets.			Hand lines.		Whitefish.	Pickerel.	Pike.	Tullibee.	Mixed and Coarse Fish.	Value.	
		No.	Value	Men.	No.	Fathoms.	Value	No.	Value	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	$	
1	Lac La Biche	65	650	80	240	7,200	720	......	......	250,000	90,000	50,000	20,000	150,000	22,100	1
2	Lakes Heart, Whitefish and Saddle	28	200	54	136	4,080	400	...	...	64,000	....	....	.....	18,000	3,560	2
3	Lakes Beaver, Dried-meat and Buffalo	71	740	520	200	5,970	600	350	350	84,000	....	161,000	....	170,000	12,430	3
4	Pigeon Lake	30	300	85	420	12,600	1,260	.....	....	250,000	2,000	2,000	....	150,000	15,660	4
5	Lakes Conjuring, Gull and Little Devil	24	240	80	112	3,360	335	30	30	....	......	16,000	....	8,000	640	5
6	St. Anne Lake	16	280	20	31	930	90	......	..	550,000	4,000	15,000	....	2,000	28,190	6
7	White Whale Lake	20	200	80	240	7,200	720	....	....	312,000	1,000	1,000	....	1,000	15,700	7
8	Lakes Bad, Jackfish and Baptiste	6	30	101	46	1,380	140	90	90	......	500	9,000	50,000	1,000	1,815	8
9	Lac La Lune and Buck Lake	20	200	15	45	1,350	135	....	....	40,000	....	20,000	....	20,000	3,000	9
18	Saskatchewan and Battle Rivers and vicinity	14	140	200	100	3,000	300	250	250	5,000	....	....	....	86,000	1,970	10
11	Lesser Slave Lake and vicinity	....	.	25	40	5,450	1,500	.....	......	60,000	....	....	....	10,000	3,200	11
	Totals	294	2,980	1,260	1,610	52,520	6,200	720	720	1,615,000	97,500	274,000	70,000	616,000	......	
	Values	....	......	......	....	....	....	......	......	80,750	4,875	8,220	2,100	12,320	108,265	

APPENDIX No. 4.

SASKATCHEWAN.

REPORT ON THE FISHERIES OF SASKATCHEWAN BY INSPECTOR E. W. MILLER, FOR THE YEAR 1905.

Qu'Appelle, Sask., April 1, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit the following report on the fisheries of Saskatchewan district No. 1, together with statistical return showing yield of fish, value, &c.

The past year has presented no exceptional features and normal conditions prevailed throughout the district. While no large increase has taken place in fishing by net and the number of regular fishermen remains fairly constant; many of the smaller lakes and creeks in the southern portion of Saskatchewan, which were formerly rarely visited by any one, are now much resorted to by angling parties and in the aggregate a great catch of fish is so made. Settlers from foreign lands are specially active in availing themselves of any opportunities to so pleasantly and cheaply vary their diet, and throughout the summer and the earlier part of the winter a good fishing station is generally occupied.

Owing to the enforcement of the close season and the non-issue of netting licenses for small lakes and creeks which might otherwise be soon cleared out, the supply of fish remains practically constant and with the continuance of preventive measures against destructive methods of fishing, there is no reason to fear any depletion of our waters. In some instances parties feel aggrieved that they are unable to obtain net licenses for small lakes and creeks, but in this matter the interests of the public at large have to be considered before profit to individuals.

In the large lakes of the Saskatchewan River country where fishing for export is carried on, the results were mostly very satisfactory. In the Prince Albert district, however, while there was no lack of fish, the same difficulty that has occurred in previous years, prevented a satisfactory output. Under the domestic license system, it appears impossible in this district to secure such a regular prosecution of the industry by the local fishermen as will ensure the successful handling of an export trade. For a profitable business it is necessary that the parties providing outfits, arranging for the teaming of the fish from the lakes, &c., shall be able to rely upon a steady pursuit of the fishery by the men at the lakes during the season. On account of the difficulties of transport, the fishing is confined to the winter season, and the men taking it up do so but temporarily, with the result that the catch is very fluctuating and so uncertain as to deter buyers entering the market. Further north a full supply of fish is reported in all the lakes. Efforts are being made to form a local company to fish these waters which can certainly yield immensely more than sufficient for the local needs, which at present is all that is asked from them.

At Cumberland, the sturgeon fishery was again successfully prosecuted, the catch being made principally with the gill-nets of the local fishermen. The fish were bought by the Northwest Fish Company who also operated three pound-nets but without any large measure of success. The winter fishery was purely for home consumption, to supplement the supplies derived by the Indian and half-breed residents from hunting.

At Moose lake where the catch of the preceding winter had been phenomenally good, little was done in the summer, but all the netting allowed was worked this winter. The catch was larger in the aggregate though individual fishermen have not succeeded so well. The whitefish which form the great bulk of the catch here were again exported by way of Mafeking on the Canadian Northern Railway, to which point a team haul over the ice of from 100 to 120 miles was necessary. More applications for licenses on this lake were received than could be granted for it, and there was some friction accordingly, one man, a non-resident, being fined by the overseer for persisting in fishing without a license. The men with their supplies who intend to fish here in the winter have to be taken in by boat in the open water season. This fall in consequence of the very early and unexpectedly severe frost in October, much difficulty was experienced in getting on the grounds and many of the men were late in beginning work. While heavier catches are made on the newer and farther locations, there is a set-off in the additional cost of haulage to rail head and, roughly speaking, it may be stated that freight to Mafeking costs nearly half the value of the fish delivered at that point.

Cedar lake has been fished for the market both summer and winter, with very good results. In the summer fish are taken out by High Portage and over Lake Winnepegosis: in winter by the Mafeking route. The summer catch of fish in the Cumberland lakes is also brought out by the Saskatchewan River and Cedar Lake route. Pound-nets were operated here by the Northwest Fish Company with much better results than at Cumberland.

In all these northern lakes, where an export fishery is conducted the rights and interests of the resident population have been carefully watched, and the amount of fishing allowed in any one lake regulated to its capacity as far as possible. A railway to reach the Saskatchewan river at The Pas is now under construction, and its completion will give a considerable impetus to the fishing industry in the numerous lakes north of that point, all of which are reported as well stocked with splendid fish.

In the Nelson river district, the results of the work in the preceding year had proved that fish could not be transported that distance in the winter season remuneratively. Fishing in the winter of 1904–5 was, therefore, wholly confined to the food supply of the residents. Active operations were carried on by the Nelson River Packing Company through the summer with satisfactory results, in Playgreen Lake and the lower expansions of the Nelson river. Pound-nets were experimented with such poor success that their use was abandoned. The catches in gill-nets proved, however, that there was no diminution in the supply of fish, both sturgeon and whitefish being plentiful.

It is to be regretted that a suspension of the winter industry was found necessary as it afforded a profitable occupation to many of the Indians of that district.

In the Qu'Appelle lakes, the comparative scarcity of tullibee, owing to the great mortality among them reported last year, still continued. The supply of pike, pickerel and mullet remains extremely abundant and many fine fish of the first species were captured exceeding twenty pounds weight. Whitefish appear to be increasing slowly though the catch of them remains very small in comparison to that of early years. The amount of angling done in these lakes is very large and probably more fish are taken by hook and line than in nets. These lakes have more than lost the water gained last year and are now extremely low owing to the sweeping out of the river channel by the flood of 1904. The repair of the Katepwe dam is very necessary to prevent a recurrence of the bad conditions existing here before its construction. At Crooked and Round lakes lower down the Qu'Appelle valley, conditions are very similar, the increased number of anglers being very marked, and a few more net licenses were also issued.

At Long lake, where the whole surrounding district has been now well taken up, there was a large increase in the number of net licenses. In nearly all cases, however, these were taken out by settlers for the purpose of supplying their own needs and only a very few men fish for the purpose of supplying the general market. In consequence of the rise of water this lake is now in capital condition and appears well able to meet the demand on its fish resources. The whitefish here are of remarkably fine size, averaging fully five pounds. A dam has been built on the Qu'Appelle river near the outlet from the lake, which will, it is expected, keep the lake at nearly its present level. Before the high water of 1904, its waters had fallen very low and the effect was beginning to be apparent in the falling off of the fishery, the absence of the younger and smaller fish being very noticeable in all catches.

In the trout districts of Southern Alberta the alteration of the close season has given general satisfaction. The rapid increase of population has necessarily led to a larger amount of fishing being done and in particular districts it is to be feared that some of the streams are being overfished, but it is difficult to see how a limitation can be placed on angling other than by shortening the season. There were rumours as to the use of dynamite, but no case could be authenticated.

In the Battleford district an increased amount of fishing was done at Turtle, Jackfish and Cold lakes, and the rush of settlers to this district will assuredly lead to the fishing here being carried on in a more systematic manner than hitherto. There is a splendid supply of fish in these lakes and a much larger catch will cause no detriment.

On the whole it is evident that the observance of the close seasons has been successful in preventing any undue depletion of our waters so far, and while fishing is confined to the authorized methods and times, there is reason to believe that the yield in these waters would be much larger than hitherto.

I am, sir,
Your obedient servant,

E. W. MILLER,
Inspector of Fisheries.

SASKATCHEWAN.

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Vessels, Boats, Nets, etc., and the Quantity and Value of all Fish in District No. 1, **Northwest Territories**, Province of **Saskatchewan**, for the Year 1905.

Number.	Districts.	Fishing Material.											Other Fixtures used in Fishing.				Whitefish, lb.	Trout, lb.	Pickerel, lb.	Pike, lb.	Sturgeon, lb.	Perch, lb.	Tullibee, lb.	Mixed and coarse fish, lb.	Caviare, lb.	Value.	Number.
		Tugs or Vessels.				Boats.			Gill-nets.		Pound-nets.		Freezers and Ice Houses.		Piers and Wharfs.												
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.											
				$			$			$		$		$		$	at 6 c.	at 6 c.	at 4 c.	at 3 c.	at 10 c	at 2 c	at 4 c	at 1 c.	at $1	$	
1	Qu'Appelle....	...	...	.....	...	75	1250	75	6000	900	...	....	.. .	.....	...	. .	53000	......	110000	175000	. .	.....	18000	30000	...	13,850	1
2	Macleod......	...	...	.....	...	30	600	30	400	60	...	....	....	....	...	....	1000	3500	5000	10000	.. ...	... .	.....	5000	....	2,710	2
3	Battleford.....	...	...	.....	...	35	350	35	7500	825	...	....	....	....	...	....	160000	.....	20000	30000	1000	.....	.....	3000	....	11,700	3
4	Prince Albert..	...	...	.....	...	250	2500	250	30000	3000	...	...	....	....	...	....	450000	20000	150000	200000	15000	... .	.... .	50000	....	42,200	4
5	Cumberland ...	1	6	15	3	160	1600	160	8000	1200	3	900	3	400	2	60	80000	5000	15000	50000	110000	.....	5000	75000	...	19,150	5
6	Grand Rapids..	2	45	6250	8	220	2700	220	48000	7500	12	3500	4	500	4	150	940000	45000	115000	120000	85000	10000	.....	170000	2200	79,900	6
7	Nelson	3	60	10000	17	300	3000	300	30000	3250	10	2000	12	4000	...	....	200000	......	40000	50000	120000	.....	2000	50000	2500	30,180	7
	Totals.....	6	111	17750	28	1070	12000	1070	129900	16735	25	6400	19	4900	6	210	1884000	105000	455000	635000	331000	10000	25000	410000	4700	....	
	Values . .	...	...	.....	...	.....	....	...	.....	...	...	....	....	.....	...	....	113040	6300	18200	19050	33100	200	1000	4100	4700	199,690	

APPENDIX No. 5.

MANITOBA.

REPORT ON THE FISHERIES OF MANITOBA FOR THE YEAR 1905, BY INSPECTOR WM. S. YOUNG.

SELKIRK, MAN., March 15, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my annual report on the yield of the fisheries for the province of Manitoba and the unorganized territory called Keewatin for the year 1905, including statistics showing the number of men employed, the number of boats, nets, &c., their value and the varieties and quantities of fish caught.

The subdivisions of my district are the same as made in my last report and are as follows : Lake Winnipeg and its tributaries comprising the principal waterways, as the Nelson river, Playgreen lake at the north, Winnipeg river and its expansions flowing from the east, and Lake St. Martin rather to the northeast of Lake Manitoba, Lakes Rock, Pelican, Swan and Louise and a district formed of small lakes to the south and west of the province, the principal ones of which are Oak lake, Clearwater lake, near Riding Mountains ; Whitewater and Lake Killarney, near Deloraine ; Fish lake on the boundary line between Manitoba and Dakota.

The value of the yield of fish in my district for 1905 is $1,503,615, which is an increase over the year of 1904, of $37,625, although there is a large falling off in the catch of whitefish, 1,395,000 pounds, below the year 1904, a less vigorous prosecution of the fisheries during the year is one cause for the falling off in the catch, and in the second place, one of the large companies' license was cancelled, which put 20,000 yards of gill-net out of business for a part of the commercial season ; and then in the third place, very few whitefish were caught during the winter season owing to the unfavourable weather.

While there was a considerable decrease in the catch of whitefish taken from the waters of Lake Winnipeg, there was also a decrease in the output from both Lakes Winnipegosis and Manitoba ; the latter being closed in the summer season accounts for the decrease in the catch in that lake.

While there is a decrease in the catch of whitefish, pickerel, catfish and mixed and coarse fish, increases are noted in the catch of pike, perch, tullibee, sturgeon and fish used for home consumption.

Lake Winnipeg and its tributaries.

An examination of the statistics herewith inclosed will show a decrease in the quantity of whitefish caught of 1,000,000 pounds, and also a decrease in the catch of catfish of 50,000 pounds, increases are noted in the catch of pickerel of 250,000 pounds, pike of 25,000 pounds, and sturgeon (caviare) of 1,000 pounds, about an average catch of sturgeon, perch, tullibee, goldeyes, mixed and coarse fish, or fish used for home consumption noted. The total catch of fish for the year 1905 for Lake Winnipeg and its tributaries was 21,575,000 pounds and 36,000 pounds caviare, or the equivalent value of, $1,112,625, which is an increase in value of $63,625, over the preceding year.

Lakes Winnipegosis, Waterhen and Dauphin,

In this district a decrease in the catch of whitefish of 200,000 pounds, pickerel, 400,000 pounds, pike, 200,000 pounds, tullibee, 4,000 pounds, goldeyes, 2,000 pounds, is noted, mixed and coarse fish remain the same; the total yield for this district is 4,822,000 pounds, or a total value of $225,770.

Lakes—Manitoba Shoal and St. Martin.

On the 13th day of March, 1905, an order in council was passed closing all the waters in this district to summer fishing, which dates from the first day of April to the thirtieth day of November in each year, both days inclusive. The action of the department in the closing of these waters was a popular one and I am sure will be a lasting benefit to the waters of this district. A number opposed the closing of the waters to summer fishing, but now, after the matter is settled, everybody seems to be well satisfied with the action of the department.

During the winter season of 1905 and 1906, those engaged in fishing through the ice report a profitable season. The largest yield in the history of the fisheries for this district is reported during the past winter season, which would go to show that the closing of the lake to summer fishing had a beneficial effect. The catch of whitefish shows a decrease of 200,000 pounds, pickerel of 200,000 pounds, pike or jackfish of 300,000 pounds, mixed and coarse fish of 500,000 pounds. Increases are noted in the catch of perch of 4,000 pounds, tullibee of 10,000 pounds, goldeyes of 2,000 pounds. The total catch in these waters is 3,682,000 pounds, or a total value of $162,870.

The fish caught in the two latter districts, comprising the Pembina river and small lakes in the south of the province, are all used in the locality in which they are caught, so do not form any part of our export trade.

Summing up and for the purpose of comparison, we give the following:—

Year.	Lbs.		Value.
1904	32,954,000		$1,465,990
1905	30,130,000		1,503,615
Decrease.....	2,824,000	Increase.....	$ 37,625

While the decrease in the catch was very considerable, there was a decided improvement in the prices which helped to account for the larger amount realized for the season's operations.

SYNOPSES OF FISHERY OFFICERS' REPORTS.

Overseer A. J. McPherson makes the following report on the fisheries of Lakes Manitoba, Winnipegosis, Dauphin and adjacent waters, for the year ending December 31, 1905.

The fishing on Lake Manitoba last season has been successful, notwithstanding its being closed for summer fishing. The catch has been well up to the average and the fish in good condition. Lake Winnipegosis fishing has been falling off somewhat, and the fish were very small in the north end of the lake. Over one-half of the whitefish caught during the latter part of the season only graded No. 2 and weighed less than two pounds per fish; this is accounted for by the fishermen constantly reducing the size of the mesh of their nets. In the south end of Waterhen lake, the fish were up to size and catches were very good. Close season has been fairly well observed by the fishermen, only ten men were fined for fishing out of season, but I have had considerable trouble with foreigners putting dams and fish traps on the small streams in the spring during the spawning season for pike and pickerel. Some of these contrivances are very ingeniously made and will catch fish while on their way up stream, and by reversing them will catch more when coming down stream after spawning.

Guardian James Matheson, of Moose Horn bay, reports on the northern end of Lake Manitoba, Fairford river, and Lake St. Martin, in which there was an increase in the catch of all kinds of fish throughout the year, the prices received were on the whole very satisfactory, the year 1905 was by far the most prosperous year in the history of the fisheries for this district.

Guardian Skuli Sigfusson, of Maryhill P.O., Lake Manitoba, reports on the south end of Lake Manitoba and Shoal lake, the fishing in this district during the winter season was very satisfactory, large catches were made and good prices were received, thus making it a most successful season. The close seasons were well observed.

Guardian Wm. Hughes, Selkirk, Man., reports on the southern end of Lake Winnipeg and the Red river, at certain places he finds a decrease in the catch of fish, especially pickerel, at others about an average catch, the cause of the decrease was on account of the ice taking earlier than usual, and some fishermen lost most of their nets, and did not get started fishing again till late but all through the catch was about an average one, the catfish at mouth of rivers last summer were scarcer the water being very low and the fish did not come in as usual, the catch of pike and goldeyes was good, no abuses came to my notice, and the close seasons were observed throughout the year.

Guardian Joseph Polson, Winnipeg, reporting on the waters of the Red river in the vicinity of the city of Winnipeg, says that during the year 1905, twenty seine net licenses were issued also two domestic licenses for the waters of his district. The season was very favourable and the fishermen reaped a good harvest, and the catch was more than double that of the previous year. There was very little trouble among the fishermen this year ; each man keeping his own ground, except one, and his case was speedily settled. He is not aware of any illegal fishing being carried on, as the men are now fully notified that they are being watched during the close season.

Guardian J. Magnusson, Nes, Man., reports that whitefish are getting scarcer every year and that the catch of pickerel last fall was less than in 1904, but that may be attributed to stormy and unsettled weather rather than to scarcity of fish, the close seasons have been fairly well observed, no fines have been imposed or confiscations made of fish or fishing apparatus in this district which comprises the Gimli district and Big Island on Lake Winnipeg, during the year.

Guardian T. B. Perry, Deloraine, Man., reports : I have made several official trips to the fish-producing lakes in my district during 1905 and have nothing of special interest to report regarding same. The fishing in my district is almost entirely carried on in Long lake and Lake Mitigastin ; the greater part of the latter lake lies in the United States. The fishing is entirely carried on by settlers living near the lake, and the fish caught are pike and pickerel.

Guardian James Gray, Cartwright, Man., reports on the waters of Rock, Pelican, Swan and Louise lakes. He says : You are aware that no licenses were issued for the waters in this district. There appears to be an abundance of fish in above lakes, in fact trolling was a much used pastime as the fish were very plentiful during the year. I had occasion to remove many traps, principally across the rivers; these traps were solidly built with wire netting attached and at end of dam were traps. A canoe is badly needed in this work, as when driving you are away from rivers or lakes and obstructions are not seen. The Canadian Pacific Railway Company have constructed a fish ladder at Homefield, across the Long river which was badly needed.

As no complaints came from Oak lake, I had no cause to visit that vicinity during 1905. It is my intention to go from Rock lake down the Pembina river to the boundary line as I am informed there are dams made with poplar poles driven down through the ice in winter so as to be in position when the ice goes out.

In conclusion, I would just say that another report which I am preparing will contain some recommendations along the line of a more stringent code of regulations for the waters of Lake Winnipeg.

I have the honour to be, sir,
Your obedient servant,

W S YOUNG,
Inspector of Fisheries.

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Vessels and Boats, &c., in the Fishing Industry in the Province of **Manitoba** and **Keewatin** for the Year 1905.

Number.	DISTRICTS.	FISHING MATERIAL.															OTHER FIXTURES USED.				Number.
		Tugs or Vessels.				Boats.			Gill-nets.			Seines.			Pound-nets.		Freezers and Ice houses.		Piers and Wharfs.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
				$			$				$			$		$		$		$	
1	Lake Winnipeg and its tributaries	85	2540	250140	395	850	13000	1700	8500	510000	85000	21	700	600	10	2000	130	139000	40	12000	1
2	Lakes Winnipegosis, Waterhen and Dauphin	3	95	18500	24	140	5475	290	3600	216000	36000	....	....	....	....	....	25	14100	13	4500	2
3	Lakes Manitoba, Shoal and St. Martin	....	....	....	....	45	1500	240	1200	72000	12000	....	....	....	....	....	....	....	....	....	3
4	Lakes Rock, Pelican, Swan and Louise	....	....	....	....	6	90	6	10	600	100	....	....	....	....	....	....	....	....	....	4
5	Lakes Oak and Clear Water	....	....	....	....	4	60	4	6	360	60	....	....	....	....	....	....	....	....	....	5
	Totals	88	2635	268640	419	1045	20125	2240	13316	798960	133160	21	700	600	10	2000	155	153100	53	16500	

RETURN showing the Kinds, Quantities and Value of Fish in the Province of Manitoba and Keewatin for the Year 1905.

Number.	Districts.	Kinds of Fish.											Value.	Number.
		Whitefish, lbs., at 7c.	Pickerel, lbs., at 6c.	Pike, lbs., at 3½c.	Sturgeon, lbs., at 10c.	Perch, lbs., at 3½c.	Tullibee, lbs., at 3½c.	Gold Eyes, lbs., at 3½c.	Catfish, lbs., at 8c.	Mixed and Coarse Fish, lbs., at 2c.	Home consumption, lbs. at 3c.	Caviare, lbs., at $1.		
1	Lake Winnipeg and its tributaries	6500000	4500000	1250000	600000	125000	1800000	300000	500000	5000000	1000000	36000	1,112,625 00	1
2	Lakes Winnipegosis, Waterhen and Dauphin.	1100000	1400000	1009000	......	....	14000	8000	......	1000000	300000	......	225,770 00	2
3	Lakes Manitoba, Shoal and St. Martin... ...	400000	1000000	1509000	....	19000	260000	3000	......	250000	250000	....	162,870 00	3
4	Lakes Rock, Pelican, Swan and Louise.......	....	......	20000	......	......	....	....	......	....	10000	....	1,000 00	4
5	Lakes Oak and Clear Water.................	5000	....	20000	....	....	....	....	......	....	10000	....	1,350 00	5
	Totals..........	8005000	6900000	3790000	600000	144000	2074000	311000	500000	6250000	1570000	36000	....	
	Total values....	560350	414000	132650	60000	5040	72590	10885	40000	125000	47100	36000	1,503,615 00	

RECAPITULATION

Of the Yield and Value of the Fisheries for the season of 1905, in the Provinces of **Manitoba, Saskatchewan** and **Alberta.**

Kinds of Fish.	Quantity.	Average Price.	Value.
		$ cts.	$
Whitefish .... Lbs.	11,504,000		754,140
Trout .... "	105,000		6,300
Pickerel .... "	7,452,500		437,075
Pike .... "	4,699,000		159,920
Perch .... "	154,000		5,240
Sturgeon .... "	931,000		93,100
" caviare .... "	40,700		40,700
Tullibee .... "	2,169,000		75,690
Catfish .... "	500,000		40,000
Goldeyes .... "	311,000		10,885
Coarse and mixed fish .... "	8,846,000		188,520
Total, 1905			1,811,570
Total, 1904			1,716,977
Increase			94,593

RECAPITULATION

Of the Capital invested in the Fisheries of the three Inland Western Provinces, 1905

Articles.	Number.	Value.	Total.
		$	$
Fishing tugs, 2,746 tons .... 457 men	94	286,390	
" boats .... 4.570 "	2,409	35,105	
			321,495
Gill-nets .... fathoms	981,380	156,095	
Seines .... "	700	600	
Pound-nets	35	8,400	
Hand lines	720	720	
			165,815
Freezers and ice houses	174	158,000	
Fishing piers and wharfs	59	16,710	
			174,710
Total			662,020

APPENDIX No. 6.

ONTARIO.

GENERAL REMARKS—FISHING SEASON OF 1905.*

The season has on the whole been a fairly profitable one for the fishermen, though the lakes were this year again visited by frequent and violent wind storms, which caused many suspensions of operations. Notwithstanding this, however, and that apparently fewer fish were caught than in 1904, prices were better, and from the fishermen's standpoint the outcome was nearly as good.

The total number of persons engaged in the industry in 1905, as reported by the overseers, was 3,247, as follows :

Lake of the Woods and Rainy River district, 140 ; Lake Superior, 184 ; Lake Huron and north channel, 359 ; Georgian bay, 315 ; Lake Huron (proper), 326 ; Lake St. Clair and Detroit river, 216 ; Thames river, 76 ; Lake Erie, 803 ; Lake Ontario, 516 ; Nipissing district, 44 ; inland waters, 276 ; 122 less than were employed in 1904.

The amount of capital invested was $1,129,467, divided over the lakes as follows :

Lake of the Woods and Rainy River district, $47,175 ; Lake Superior, $86,775 ; Lake Huron and north channel, $153,460 ; Georgian bay, $295,628 ; Lake Huron (proper), $103,762 ; Lake St. Clair and Detroit river, $30,419 ; Thames river, $955 ; Lake Erie, $326,279 ; Lake Ontario, $64,294 ; Nipissing district, $24,000 ; inland waters, $1,673.

There were in use 122 tugs valued at $323,675, and 1,464 sail and other boats valued at $299,498.

There were licensed 530 pound-nets ; 506 hoop-nets ; 27 fyke-nets ; 121 seines ; 130 dip-nets ; 3 machines ; 139 spears ; 13,000 hooks, and 3,910,528 yards of gill-nets, of a total value of $1,130,800.

The total product of the fisheries amounted to $22,572,300 pounds, the estimated value of which is $1,708,963.

The principal species taken, and the quantity and value (including salted) were :

Whitefish, 2,895,820 pounds, $289,542 ; trout, 6,170,850 pounds, $617.085 ; herring, 5,232,200 pounds, $261,610 ; pickerel (doré), 3,236,940 pounds, $323,694 ; pike (including blue pickerel), 1,479,900 pounds, $59,196 ; sturgeon, 401,350 pounds, $32,108 ; caviare, 17,100 pounds, $11,970 ; bladders, 290 pounds, $232 ; eels, 20,150 pounds, $1,209 ; perch, 800,200 pounds, $24,006 ; catfish, 370,450 pounds, $29,636 ; coarse fish, 1,939,600 pounds, $58,188 ; tullibee, 7,450 pounds, $447.

The total catch shows a decrease of 1,437,670 pounds, and a decrease in value of $84,561, as compared with that of 1904.

The waters showing a decrease are : Lake Huron, north channel, 1,749,692 lbs.—there being a falling off in the quantity of every kind of fish taken ; the Georgian bay, 474,433 lbs.; Lake and River St. Clair and Thames river, 102,260 lbs.; Lake Ontario, 171,159 lbs.; and Nipissing district, 26,000 lbs. Those showing an increase are: The Lake of the Woods, 262,098 lbs.; Lake Superior, 149,348 lbs.; Lake Huron (proper), 65,050 lbs.; and Lake Erie, 595,795 lbs., the catch of herring and yellow pickerel in Lake Erie showing an increase of 370,800 and 628,270 pounds respectively.

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* NOTE.—These statements are taken from the Provincial reports.

The total yield in the Lake of the Woods and Rainy river district was 1,017,420 pounds valued at $91,707 ; Lake Superior, 2,647,820 pounds, valued at $254,178 ; Lake Huron, N.C., 2,689,720 pounds, valued at $259,668 ; Georgian bay, 2,509,030 pounds, valued at $239,503 ; Lake Huron (proper) 2,045,430 pounds, valued at $173,211 ; Lake St. Clair and Detroit river 740,190 pounds, valued at $33,313 ; Thames River, 182,590 pounds, valued at $8,256 ; Lake Erie, 7,318,230 pounds, valued at $437,352 ; Lake Ontario, 2,796 360 pounds, valued at $163,584 ; Nipissing district, 368,800 pounds valued at $34,740 ; inland waters, 256,710 pounds, valued at $13,451.

Fertilizing Lake Trout Eggs.

In a former report the enormous loss of spawn of the lake trout by the taking of those fish at the spawning period was referred to, and it was recommended that steps be taken to prevent a portion at any rate of the serious waste. It was pointed out that the State of Wisconsin had enacted that the fishermen should during the spawning period take the eggs from the female trout while alive, and the milt from the male trout while alive, and after mixing them together in a pail or can immediately cast them into the water from whence such fish were taken ; and it was suggested that our fishermen might in their own interests readily adopt this means of assisting in maintaining the fish supply. The practice has been followed for some years in Wisconsin, and with, it is reported, very satisfactory results. Indeed, it was believed that the planting of eggs in this manner was of more benefit than the close season, and that as large a percentage of them would hatch as in the hatcheries. This is the opinion of one at least of the best fish culturists in the United States. The expense of placing a few experienced men upon the tugs of fishermen operating in Lake Superior, where the trout spawn nearly if not quite a month before the season closes, would not be great, and there is no reason why a plan which has yielded such gratifying results in Wisconsin should not be equally successful here. The fisherman would no doubt be glad to afford every facility for carrying on the work. It is also the plan adopted by some of the States for securing ova for their hatcheries,— that is by sending men to accompany the tugs, and it has proved to be a much less costly and troublesome means than that of operating nets on their own behalf for the purpose.

The Work of Capturing and Destroying Coarse Fish in the Nepigon.

The work of capturing and destroying coarse fish in the River Nepigon was again prosecuted ; 7,632 pike, 2,282 suckers, 228 pickerel (or doré), and 145 whitefish were destroyed and otherwise disposed of. The work was all done within a period of six weeks, which gives an idea of the extent to which these fish have multiplied in the Nepigon, and what a menace they are becoming to the trout of that famous river.

The Carp.

The popular prejudice against the carp—a prejudice which has arisen because of its injury to other and finer species of fish, their spawn and young, and to the feeding grounds of the wild duck, increases as its destructiveness and depredations become more generally and widely known.

It is in the waters of Lakes Erie and St. Clair that it has multiplied and grown most rapidly, and is to be found in greatest numbers in this province. But it is by no means confined to these lakes, for we find it in considerable numbers in the cold, deep waters of the Georgian bay, the north channel and Lake Huron, Lake Superior seeming not yet to have been invaded.

As an example of the prolificness of the carp, it may be said that one weighing 4 or 5 lbs. will contain on an average from 400,000 to 500,000 ova ; one of 9 lbs. 600,000 ; and from one of 16½ lbs. the amazing number of 2,059,750 eggs have been taken. A genius for mathematics has figured it out thus : If from the eggs of a carp weighing 4 or 5 lbs. two fish survive, from one million carp (half of them being females) the increase the first year would be one million fish ; for the first five years (on the compound interest system) 64 million; for ten years 2,048,000,000; for fifteen years 18,384,000,000.

The carp is a marvel of longevity. The New International Encyclopædia (1902) states that it 'may reach an age of 200 years;' and as for its vitality, Norris, in 'The American Angler's Book,' new edition, (a work of 700 pages) in the chapter 'General Remarks on Fish' makes the almost incredible statement (page 48) that 'it is an established fact that in draining carp ponds in Germany to cultivate the soil which had been flooded and made a fish pond of for the purpose of enriching it, the spawn of the carp left after drawing off the water does not lose its vitality though exposed for two or three years to the heat of summer and frost of winter; and that when the field is again converted into a pond there is no necessity of restocking it with carp, but the ova remaining beneath the surface of the ground produces a stock of carp, thus keeping up an alternation of crops—fish and vegetables.'

The editor of 'Forest and Stream' in a recent article said: 'In the great lakes it is in the very nature of the case a matter of international concern, and it is a concern which every year is becoming more serious, as the fish multiplies in its old haunts and finds its way into new waters. . . . . . . The carp is here, and it is here to stay. To extirpate it from connecting water courses is something which may safely be counted as beyond the ingenuity of man.'

In Illinois there is a small lake into which the carp had found its way. The lake had once been famous for its game fish, and the work of ridding it of these 'scavengers' was begun, but after more than 40,000 pounds had been taken the effort was abandoned as hopeless

While therefore it would appear to be impossible to exterminate the carp from waters in which it has already become established, it is not too late to protect therefrom the more or less isolated waters which have not yet become invaded by it. Our law prohibits the taking of fish in any manner from provincial waters for the purpose of stocking, artificial breeding, or for scientific purposes, without the authority of the department in writing; so that unless carp are illegally deposited therein, these waters are safeguarded to that extent. And in this connection let a word of warning be sounded, and that is in regard to the erection of fishways, which are constantly being recommended and asked for in dams throughout the province. In many cases these dams are now so many fortresses guarding our inland lakes from the enemy, while, if fishways were erected, facility would be afforded for the enemy to enter, and it would be but a short time before it would drive out and supplant all other fish. Much better would it be to discourage the fishways and stock the waters by the introduction of bass, trout or other game or desirable and suitable fish.

It is uncertain when the carp was first introduced into American waters. From an authentic source we find that in the years 1831 and 1832 an interprising New Yorker brought 'from France' some six or seven dozen which he put into his ponds, and from these ponds he made frequent plantings into the Hudson river, where they are said to have 'thrived wonderfully.' The introduction by the United States Fish Commission was begun in 1877. The first lot brought over consisted of 345 fish, of which 227 were mirror, and 118 scale carp. These were planted in ponds, and in 1879 their progeny, amounting to some 12,265, were distributed to over 300 persons in 25 states and territories. From 22 applicants for carp in 1877, these had increased to 2,000 in 1880. In 1882 over 7,000 applications were received by the commission, of which 5,758 were granted, 143,696 fish being distributed, some of which 'were sent to Canada.' In 1883, 260,000 were distributed in 1,478 counties, and to nearly 10,000 applicants. The distribution was carried on until 1897, when it was discontinued. So that from these plantings the public waters of this continent during the short period of about 25 years are now literally overrun with this fish. In 1883 the fishermen of Lake Erie began to take them in their nets. They did not know what they were, and they were kept on exhibition in tubs as curiosities.

When the question of the introduction of carp into the United States was being considered by the Fish Commission, Prof. Baird, the then commissioner, in his report for 1873-4 enumerated the good qualities of the carp which made it 'a desirable species for cultural purposes,' as follows:

1. Fecundity and adaptability to the process of artificial propagation.
2. Living largely on a vegetable diet.
3. Hardy in all stages of growth.
4. Adaptability to conditions unfavourable to any equally palatable American fish, and to varied climates.
5. Rapid growth.
6. Harmlessness in its relation to other fishes.
7. Ability to populate waters to their greatest extent.
8. Good edible qualities.

It has certainly been demonstrated beyond peradventure that it is 'hardy' and 'rapid' of growth, and has 'ability to populate waters to their greatest extent;' but it is doubtful if any considerable number of persons could be found to testify as to its being 'harmless in its relation to other fishes,' and as to its 'good edible qualities.'

It would be a waste of time to discuss the unwisdom of the introduction of the carp, but that a great mistake was made there surely can be no difference of opinion. But 'it is here to stay,' and we must make the best of it. It has been shown that efforts for its extermination have been abortive. Some have suggested that the Government should offer a bounty to induce more people to fish for it. But the best bounty that can be offered is the increasing demand for it in the market. The demand that will make fishing for carp a profitable business will provide the necessary incentive for its capture, and there seems to be an increasing demand in all large American cities where there is a mixed population, and where the better kinds of fish, even for the wealthy, are becoming a luxury. In such cities it will fill a large and increasing want; but it will be some time before the people of Canada, who have been accustomed to our native fish, will cultivate a taste for the alien. The department should afford every facility for carrying on the work of capture that it is proper to afford, and authorize for that purpose the use of every implement, the operation of which will not be a detriment to or assist in the destruction of better species. When treating of the subject some years ago, we held the view that nothing short of concerted action on the part of the several jurisdictions surrounding the great lakes would have an appreciable effect towards permanently reducing its numbers. But this was before it had become to the same extent a mercantile product. The prices are increasing, and in the wholesale market of New York four or five cents a pound has been the average paid during the year, which would indicate a good profit to the fishermen. At certain periods of the year, however, prices are still higher, and by a small outlay provision may be made to retain the take until such time as can be more profitably disposed of. A simple and effective inclosure could be provided to accommodate almost any number of fish by selecting some sheltered spot or bay and running from the shore a picket fence (that which is manufactured and rolled in coils with wire if closely woven would suit the purpose) in a square or semi-circular form, the shore forming one side, the pickets being driven firmly into the ground, and supported at regular intervals by stakes or posts driven more deeply. A woven wire netting may where necessary be added to the top of the inclosure to prevent the fish from jumping out, and with a view to reducing the cost. It is not necessary to suggest that care must be taken to select a place for the pen where the bottom is free from stones and snags so that the fish when required to be marketed may be seined out; and it would afford greater immunity from damage to the inclosure from seas or floating debris if a boom were strung around the inclosure ten or twenty feet therefrom.

The net with which the carp may be taken most successfully is the seine. The gill-net, however, has its advocates, and may always be used to advantage where the carp has entered some place where the net may be set across its one means of escape, or where it may be driven into the net. And it can also be used in many places where it would be quite impossible, from the nature of the ground, to use a seine. A fisherman of experience with gill-nets offers the suggestion that No. 35 thread is of the proper strength, that a six inch mesh is the most profitable size to fish with, and that in making up the net it should be hung five in three—an expression which practical fishermen will understand. If taut, the fish will not enter the net, but will turn from it, it being very wary, 'wise, knowing and cunning.'

ONT

Return of the number of Fishermen, and Value of Tugs,

		Fishing Material.										
		Tugs or Vessels.				Boats.			Gill nets.		Pound-nets.	
Number.	Districts.	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Yards.	Value.	Number.	Value.
	Lake of the Woods and Rainy River District.			$			$			$		$
1	Lake of the Woods	5	165	8,500	14	43	7,775	86	55,200	9,255	12	3,500
2	Eagle Lake	1	25	500	2	7	1,395	14	14,000	2,050	...	.....
3	Shoal Lake	...	...	...	...	4	1,050	9	8,000	1,275	...	.....
4	Big Sandy Lake	...	...	...	...	1	150	2	2,000	275	...	.....
5	Wabigoon Lake	...	...	...	...	2	250	3	3,000	450	...	.....
6	Manitou Lake	...	...	...	...	1	125	2	2,000	275	...	.....
7	Vermilion Lake	...	...	...	...	1	125	2	2,000	275	...	.....
8	Big Stone Lake	...	...	...	...	1	200	2	2,000	275	...	.....
9	Obadicon Lake	...	...	...	...	1	250	2	...	...	...	.....
10	Lulu Lake	...	...	...	...	1	200	2	...	...	...	.....
	Totals	6	190	9,000	16	62	11,520	124	88,200	14,130	12	3,500
	Values $	...	...	...	...	...	...	...	...	...	...	.....
	Lake Superior.											
1	Thunder Bay	12	132	12,300	58	48	3,760	50	258,000	13,760	25	5,000
2	Point Mamainse	1	10	1,500	3	1	200	...	34,000	2,000	...	.....
3	Gros Cap	...	...	...	...	10	245	9	3,200	180	...	.....
4	Otter Head	...	...	...	...	1	250	2	2 000	600	...	.....
5	Michipicoten Island	1	15	3,000	7	5	980	5	52,200	4,025	5	2,000
6	Dog River	...	...	...	...	1	40	2	500	20	...	...
7	Gargantua Harbour	2	30	16,000	20	2	75	2	48,400	3,220	...	.....
8	Goulais Bay	...	...	...	...	6	495	9	13,500	170	...	.....
9	Lizzard Islands	2	25	10,500	10	1	150	2	26,000	315	5	2,000
10	Cariboo "	...	...	...	...	1	200	2	5,000	400	...	.....
11	Batchewana Bay	...	...	...	...	1	500	3	6,000	500	...	.....
	Totals	18	212	43,300	98	77	6,895	86	448,800	25,190	35	9,000
	Values $	...	...	...	...	...	...	...	...	...	...	.....

ARIO.

Vessels and Boats, &c., also the kind of fish, &c., for the year 1905.

Kinds of Fish.											Value.	Number.
Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Pickerel or Doré, lb.	Pike, lb.	Sturgeon, lb.	Tullibee, lb.	Catfish, lb.	Mixed and coarse fish, lb.	Caviare, lb.	Bladders, lb.		
											$	
......	206,000	25,100	130,650	71,300	63,800	......	59,050	......	480	290	49,423	1
......	90,820	4,500	113,030	21,500	......	......	......	......	......	......	21,695	2
......	21,250	12,100	35,460	17,200	......	......	......	......	......	......	10,569	3
......	10,000	6,000	......	2,400	......	......	......	......	......	......	1,696	4
......	13,000	5,500	......	2,600	......	......	......	......	......	......	1,954	5
......	4,000	......	500	600	......	......	......	......	......	......	474	6
......	3,000	2,500	300	750	......	......	......	......	......	......	610	7
......	19,840	......	10,000	8,500	......	3,500	......	......	......	......	3,534	8
......	......	......	......	......	......	......	10,600	......	......	......	848	9
......	......	......	......	......	......	......	11,300	......	......	......	904	10
......	397,910	55,700	289,940	124,850	63,800	3,500	80,950	......	480	290	......	
......	39,791	5,570	28,994	4,994	5,104	210	6,476	......	336	232	91,707	
176,800	†274,900	†1,058,750	19,250	300	......	......	......	2,500	......	......	152,707	1
......	4,330	50,300	......	......	......	......	......	......	......	......	5,463	2
5,200	4,400	6,800	......	......	......	......	......	......	......	......	1,380	3
......	4,000	30,000	......	......	......	......	......	......	......	......	3,400	4
......	81,000	130,310	......	......	......	......	......	2,300	......	......	21,200	5
......	......	10,000	......	......	......	......	......	......	......	......	1,000	6
......	37,800	335,700	......	......	......	......	......	7,200	......	......	37,566	7
9,000	8,500	7,000	......	......	......	......	......	......	......	......	2,000	8
......	71,050	172,730	......	......	......	......	......	2,800	......	......	24,462	9
......	......	30,000	......	......	......	......	......	......	......	......	3,000	10
......	6,000	14,000	......	......	......	......	......	......	......	......	2,000	11
191,000	491,980	1,845,590	19,250	300	......	......	......	14,800	......	.	......	
9,550	49,198	184,559	1,925	12	......	......	......	444	......	......	254,178	

† In No. 1, add 691 brls. trout and 158 brls. of whitefish valued at $8,490.

ONT

RETURN of the Number, Tonnage and Value of Tugs, Vessels and Boats, and the
Province of Ontario,

Number.	Districts.	Fishing Material. Tugs or Vessels. Number.	Tonnage.	Value.	Men.	Boats. Number.	Value.	Men.	Gill-nets. Yards.	Value.	Pound-nets. Number.	Value.
	Lake Huron (North Channel).			$			$			$		$
1	Tenby Bay	..	...	......	.....	3	350	5	14,000	850	2	600
2	Marksville	..	....	...	......	3	425	6	16,000	450	2	600
3	Bruce Mines	..	....	....	....	7	1,450	16	18,000	800	12	2,500
4	Blind River	1	30	5,500	6	1	150	2	24,000	3,000	6	1,200
5	Cape Smith	1	25	2,000	5	...	......	....	....	.....	10	3,500
6	Fraser's Bay	1	12	4,000	6	2	250	6	... .	....	5	1,500
7	Haywood Island	1	12	4,000	6	2	250	6	... .	......	5	1,500
8	Manitowaning Bay	1	12	4.000	6	2	250	6	....	....	5	1,500
9	Kagawong	1	15	2,000	5	....	......	...	24,000	2,000	..	......
10	Clapperton Island	..	....	......	......	1	25	2	6,000	150	....	......
11	Meldrum Bay	1	15	2,000	6	....	......	....	24,300	......	....	....
12	Thessalon	..	....	.	.....	1	150	2	....	... ..	4	100
13	Cockburn Island	1	20	6,000	6	3	1,000	7	36,000	1,900	2	400
14	Narrow Island	..	....	...	....	1	50	4	1,500	100	....	......
15	Cutler	..	...	.....	.....	3	175	8	18,000	445	....	.....
16	Fitzwilliam Island	1	12	800	4	14	1,040	26	104,000	4,775	. .	......
17	Squaw Island	3	70	12000	18	4	300	8	52,000	6,700	....	......
18	Ducks Islands	1	15	3,000	5	5	450	10	54,000	3,000	....	.....
19	South Bay Mouth	1	20	2,500	5	7	1,050	15	66,000	3.900	....	....
20	Killarney	1	15	2,000	6	21	1,450	42	150,000	7,500	....	......
21	Bustard Islands	3	62	13000	16	27	5,000	54	234,000	13300	....	......
22	Johns Island	..	....	......	......	5	250	11	30,000	1,000	....	.....
23	Aird Island	1	10	4,000	5	1	75	....	....	.. ..	8	700
24	Providence Bay	..	...	.....	. ..	1	50	2	6,000	200	....	.....
25	Cape Robert	1	25	2,000	6	1	100	2	. .....	....	5	1,500
26	Bedford Island	1	10	800	8	...	.....	....	....	.....	5	1,500
27	Lake Penage	..	....	......	......	..	.....	....	2.000	200	....	.. ...
	Totals	21	380	69,600	119	115	14,290	240	879,800	50,270	71	17,100
	Georgian Bay.											
1	Parry Sound	5	9	15,725	35	13	1,835	23	124,250	14,980	....	.. ..
2	Waubaushene	..	...	.. .	....	13	2,165	23	56,500	1,740	....	. . .
3	Penetanguishene	..	..	...	....	14	500	25	46,750	1,045	....	.....
4	Collingwood	1	25	3,500	6	21	2,030	42	156,000	6,100	....	.....
5	Meaford	8	173	22000	38	23	1,208	44	317,000	15,140	. .	......
6	Colpoy's Bay and Tobermory	2	40	5,800	10	39	3,000	69	163,700	7,210	....	......
	Totals	16	247	47,025	89	123	10,738	226	863,100	46,215	....	.. .
	Lake Huron Proper.											
1	Cape Hurd to Southampton	11	225	31000	47	41	4,810	87	525,300	38,808	2	300
2	Southampton to Goderich	2	44	4,400	12	4	500	8	79,200	935	..	......
3	County Huron including Grand Bend	1	25	2,500	6	11	1,705	55	59,480	1,689	11	2,325
4	County Lambton including St. Clair River	2	3	3,800	6	71	4,8 0	105	64,000	2,300	64	10,750
	Totals	16	297	41,700	71	127	11,875	255	727,980	23,732	77	13,375

ARIO.

Quantity and Value of all Fishing Materials and the Kinds of Fish caught in the for the Year 1905.

Kinds of Fish.													Value.	Number.
Herring, salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Pickerel or Doré, lb.	Pike, lb.	Sturgeon, lb.	Perch, lb.	Catfish, lb.	Mixed and coarse fish. lb.	Caviare, lb.	Trout, salted, brls.	Whitefish, salted, brls.		
													$	
....	....	800	550	500	7,800	....	....	....	6,000	....	....	....	677	1
20	..	1,300	2,400	....	....	....	....	....	....	....	....	....	570	2
....	....	23,250	21,600	38,150	5,850	5,000	.	....	4,000	....	....	....	9,054	3
....	....	16,000	120,000	26,000	....	2,800	....	....	....	....	....	....	16,376	4
....	....	81,700	14,400	10,000	1,000	1,700	....	....	....	....	....	....	10,786	5
....	....	12,800	7,200	18,600	2,500	600	....	....	....	30	....	....	4,029	6
....	....	12,800	7,200	18,600	2,500	600	....	....	....	30	....	....	4,029	7
....	....	12,500	7,200	18,600	2,500	600	....	....	....	30	....	....	4,029	8
....	....	11,900	75,100	2,100	750	....	....	....	....	....	....	....	8,940	9
30	....	....	....	....	....	....	....	....	....	....	....	....	300	10
....	....	12,000	11,400	....	....	....	....	....	....	....	....	....	2,340	11
....	....	....	28,000	....	....	....	....	....	....	....	....	....	2,800	12
....	....	16,000	196,600	....	....	....	....	....	....	....	27	10	21,630	13
40	....	....	....	....	....	....	....	....	....	....	....	....	400	14
140	....	....	....	....	800	....	....	....	....	....	....	....	1,432	15
15	....	60,200	149,200	....	.	....	....	....	....	....	....	....	21,190	16
....	....	103300	231,900	1,500	....	....	....	....	....	....	....	....	33,670	17
1	....	6,000	170,800	....	....	....	....	....	....	....	....	40	18,090	18
....	....	35,200	104,000	....	....	....	....	....	....	....	....	17	14,090	19
10	....	79,700	97,200	27,700	2,500	500	....	....	....	....	....	20	21,100	20
80	....	157800	117,700	96,900	17,900	5,900	....	400	1,000	....	....	33	39,620	21
40	....	....	....	....	....	....	....	....	....	....	....	....	400	22
....	....	1,800	7,100	151,200	....	3,500	....	....	20,400	....	.	....	16,902	23
....	....	2,000	1,000	....	....	....	....	....	....	....	....	....	300	24
8	....	6,900	6,200	38,600	1,200	2,500	....	....	....	....	....	....	5,498	25
....	....	6,100	3,600	3,100	200	1,000	....	....	....	....	....	....	1,368	26
....	....	80	300	100	....	....	....	....	....	....	....	....	48	27
394	....	660,430	1380650	453,650	45,500	24,100	....	400	31,400	90	27	120	259,668	
....	35,520	187240	246,420	28,400	14,500	2,800	....	....	20,000	300	....	....	49,596	1
5	3,900	30,050	26,300	104,370	36,600	2,200	....	450	31,200	....	.	....	18,929	2
11	2,080	24,370	25,800	8,000	4,000	....	....	....	....	....	155	73	8,471	3
22	25,300	79,250	135,810	50	....	15250	800	2600	1,400	....	....	....	24,490	4
....	....	12,650	380,490	....	....	....	....	....	....	....	119	....	40,504	5
....	7,000	60	137,970	300	....	....	....	....	....	....	7,900	433	97,513	6
38	73,800	333,620	952,790	141,120	55,100	20,250	800	3,050	52,600	300	8,174	506	239,503	
820	45,900	51,300	769570	100	1,000	1,300	4,500	....	....	2,200	....	....	92,937	1
10	300	4,820	14,800	....	....	..	..	....	....	....	....	....	2,077	2
....	56,800	11,300	105050	20,600	....	3,200	1,600	....	300	4,900	1,250	....	17,885	3
....	134600	11,560	79,330	387,950	3,600	13300	7,700	200	700	139,700	....	....	60,312	4
830	237,600	78,980	968,750	408,650	4,600	17,800	13,800	200	1,000	146,800	1,250	....	173,211	

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Boats, Nets, &c.,

Number.	District.	Fishing Material.													
		Tugs or Vessels.				Boats.			Gill-nets.		Seines.			Pound-nets	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Yards.	Value.	Number.	Yards.	Value.	Number.	Value.
	Lake St. Clair.			$			$			$			$		$
1	Thames River	..	....	...	...	17	395	76	....	....	15	1350	560	....	....
2	Lake St. Clair and Detroit River	..	....	....	....	122	3807	216	....	....	52	5197	1860	9	1800
	Totals	..	....	......	....	139	4202	292	....	....	67	6547	2420	9	1800
	Values ....$.	..	.. .	......	...	....	......	....	......	....	..	.....	....	...	......
	Lake Erie.														
1	Pelee Island	4	123	20000	42	7	675	11	24000	1460	..	......	.....	13	4800
2	Essex County	1	117	8000	7	34	7760	46	6500	3164	1	170	170	54	13997
3	Kent County	4	232	13500	21	75	11230	110	8000	1865	3	1200	7780	100	34400
4	Elgin County West	1	17	6000	6	28	5550	40	8000	600	..	......	......	51	18050
5	Elgin County East	11	85	11600	49	39	6715	108	144000	7595	..	.	....	....	....
6	Houghton	5	....	11400	30	8	538	10	29500	8890	..	......	....	11	2000
7	Walsingham	2	....	4500	12	24	530	52	24000	2000	13	4750	1275	...	......
8	Long Point	1	...	4000	6	5	175	6	3800	1015	..	...	.....	....	......
9	Charlotteville	..	....	......	....	24	1440	62	18000	445	11	4110	945	..	......
10	Inner Bay	..	....	.	....	15	377	23	3100	119	..	......	....	....	.....
11	Haldimand County	7	94	16700	31	26	905	44	71000	8500	5	305	185	24	3755
12	Port Maitland to Port Colborne	5	48	9250	24	15	394	20	55500	7702	..	......	..	18	4900
13	Port Colborne to Niagara Falls	..	....	.. ...	....	31	708	43	.....	.....	..	.. ...	... .	4	300
	Totals	41	716	104950	228	331	36997	575	395400	43355	33	10535	10355	275	82202
	Values ....$.	..	....	....	....	....	.....	....	....	......	..	....	......	...	......

and the Quantities of Fish caught in the **Province of Ontario** for the Year 1905.

Kinds of Fish.											
Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Pickerel or Doré, lb.	Pike, lb.	Sturgeon, lb.	Perch, lb.	Tullibee, lb.	Catfish, lb.	Mixed and coarse fish, lb.	Value.	Number.
										$	
....	....	......	37890	3850	....	200	500	1450	138700	8,256	1
1400	30800	......	82590	38200	24700	37700	3000	28700	493100	33,313	2
1400	30800	......	120480	42050	24700	37900	3500	30150	631800	....	
70	3080	......	12048	1682	1976	1137	210	2412	18954	41,569	
94800	17180	....	15200	23300	4500	6700	......	4900	24100	10,754	1
94000	62300	......	202400	168100	9900	202200	......	3150	126000	49,309	2
1058300	35250	......	402550	652800	15500	92500	......	800	144300	131,565	3
140600	24000	......	317300	....	6200	21100	......	1450	15600	42,922	4
613700	3600	......	31200	4000	600	23500	......	250	9600	35,561	5
334000	6400	......	55530	....	1900	4900	......	550	1800	23,325	6
217900	20000	200	162150	14000	....	68900	......	8650	142100	36,712	7
48600	.....	......	59300	....	1400	200	....	....	4800	8,762	8
2300	20	......	25390	5900	....	36100	......	1100	94800	6,907	9
....	......	......	....	....	....	....	......	14300	18600	1,702	10
257900	95200	.....	289950	1500	6200	46200	......	100	64400	55,292	11
145300	40250	......	84550	66300	13300	32400	.....	800	51600	27,025	12
7900	200	......	46500	....	14900	18000	.....	....	5300	7,516	13
3015300	304400	200	1692020	935900	74400	552700	.....	36050	703000	....	
150765	30440	20	169202	37436	5952	16581	......	2884	21090	437,352	

RETURN showing the Number, Tonnage and Value of Tugs, Vessels, Boats, and the

Number.	Districts.	Fishing Materials.								
		Tugs or Vessels.				Boats.			Gill-nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Yards.	Value.
	Lake Ontario.			$			$			$
1	Lincoln County	1	37	2000	7	....	5021	......	122525	6434
2	Wentworth	....	...	.....	...	16	2680	25	48000	2400
3	Halton	..	....	.....	....	19	2480	39	73500	4205
4	Peel	....	....	......	. .	2	800	4	8000	550
5	York	1	3	400	2	20	2235	25	53700	4187
6	Ontario	1	3	600	2	1	150	2	....	150
7	Northumberland	....	...	....	....	32	1166	32	84000	1205
8	Rice Lake and Trent River	...	...	......	...	12	214	22	....	....
9	Prince Edward County	....	..	......	....	69	1423	122	42400	....
10	Bay of Quinte	. ..	....	......	....	37	905	76	36000	790
11	Lennox and Napanee	....	.. .	. ...	....	20	518	34	4240	......
12	Amherst Island	....	....	......	....	44	1399	59	24875	665
13	Wolf Island and vicinity	....	....	. .	....	14	405	25	2400	70
	Totals	3	43	3000	11	274	19182	443	499640	20756
	Values $	....	....	.....	....	......	....	...	....	... .
	Inland Waters.									
1	Frontenac County	....	....	......	....	94	896	170	4110	558
2	Leeds, Lanark and Addington Counties	....	....	....	...	51	777	58	848	71
3	Russell, Prescott and Carleton Counties	....	....	......	...	26	76	25	1600	76
4	Renfrew County	....	....	.....	...	22	250	15	1050	215
5	Nipissing District	6	20	7100	20	21	3200	24	....	....
	Totals	6	20	7100	20	214	5199	292	7608	920
	Values $	....	...	.... .	...	......	....	.. ..	....	....

Quantity and Value of all Fish, Nets, &c., in the **Province of Ontario**—*Continued.*

Kinds of Fish.												Value.	Number.
Herring, salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Pickerel or Doré, lb.	Pike, lb.	Sturgeon, lb.	Eels, lb.	Perch, lb.	Tullibee, lb.	Catfish, lb.	Mixed and coarse fish, lb.		
												$	
.....	436500	27400	9200	31070	2000	3100	......	10900	50	2600	4100	29,581	1
2567	50940	30200	6800	500	20000	.....	2650	2500	....	500	900	33,068	2
.....	116000	....	3000	.....	....	...	....	......	....	....	....	6,220	3
......	7000	4300	8300	......	....	.....	50	....	....	....	500	1,628	4
......	58700	20300	1600	500	1100	50	....	600	....	250	24900	6,008	5
......	15200	1500	..	......	450	..	......	......	....	....	....	928	6
....	29500	7570	24850	......	64300	......	......	18800	...	12900	40300	10,094	7
....	....	....	......	......	300	......	...	2800	..	11300	2300	1,069	8
300	18300	92800	16400	1500	30300	400	400	12900	200	17300	40100	19,239	9
264	19940	103780	500	7830	30950	.....	6800	58200	....	37500	91800	23,994	10
......	3800	7600	...	...	33350	.....	5350	31900	....	35600	12100	6,773	11
......	8360	167260	3050	7550	8500	4250	.....	17400	....	400	13600	19,846	12
....	....	10060	1400	......	12700	6400	4000	23000	....	17100	22400	5,136	13
3131	764240	472770	75100	48950	203950	14200	19250	179000	250	135450	257000	....	
31310	38212	47277	7510	4895	8158	1136	1155	5370	15	10836	7710	163,584	
17	11600	....	570	....	16300	...	.....	4200	....	28800	19200	4,465	1
77	660	....	300	.....	16000	.....	......	....	....	52650	32500	6,660	2
.....	....	700	......	1920	9200	5350	300	8400	....	1700	25900	2,241	3
...	....	210	.....	.....	800	..	....	....	....	250	400	85	4
.....	39200	45620	2000	60960	25350	156750	600	3400	....	....	24200	34,740	5
94	51460	46530	2870	62880	67650	162100	900	16000	....	83400	102200	....	
940	2573	4653	287	6288	2706	12968	54	480	....	6672	3066	48,191	

ONTARIO

RECAPITULATION of the Number of Fishermen, Tonnage and Value of and also the Kinds and Quan-

Number.	Districts.	Fishing Material.									
		Tugs or Vessels.				Boats.			Gill-nets.		
		No.	Tonnage.	Value.	Men.	No.	Value.	Men.	No.	Yards.	Value.
				$			$				$
1	Lake of the Woods and Rainy River District......	6	190	9,000	16	62	11,520	124	....	88,200	14,130
2	Lake Superior	18	212	43,300	98	77	6,895	86	....	448,800	25,190
3	Lake Huron (N. channel)....	21	380	69,600	119	115	14,290	240	....	879,800	50,270
4	Georgian Bay.....	16	247	47,025	89	123	10,738	226	....	863,100	46,215
5	Lake Huron (proper).......	16	297	41,700	71	127	11,875	255	....	727,980	23,732
6	Lake St. Clair and Thames River.	....	....	.....	....	139	4,202	292	*39	150	....
7	Lake Erie	41	716	104,950	228	331	36,997	575	*45	395,400	43,355
8	Lake Ontario....	3	43	3,000	11	274	19,182	443	‡139	499,640	20,756
9	Inland waters of Counties Frontenac, Leeds, Lanark, Prescott, Russell and Carleton and Nipissing District....	6	20	7,100	20	214	5,199	292	....	7,608	920
	Total.....	122	2,105	325,675	652	1464	120,898	2,533	...	3,910,678	224,568

Number.	Districts.	Herring, salted, brls.	Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Pickerel or Doré, lb.	Pike, lb.
1	Lake of the Woods and Rainy River District.	....	....	397910	55700	289940	124850
2	Lake Superior	....	191000	491980	1845590	19250	300
3	Lake Huron (north channel).......	394	....	660430	1380650	453650	45500
4	Georgian Bay.......	38	73800	333620	952790	141120	55100
5	Lake Huron (proper).	830	237600	78980	968750	408650	4600
6	Lake St. Clair and Thames River...	....	1400	30800	....	120480	42050
7	Lake Erie........................	....	3015300	304400	200	1692020	935900
8	Lake Ontario..............	3131	764240	472770	75100	48950	203950
9	Inland waters of Counties Frontenac, Leeds, Lanark, Prescott, Russell and Carleton and Nipissing District............	94	51460	46530	2870	62880	67650
	Totals....................	4487	4334800	2817420	5281650	3236940	1479900
	Value ....$	44870	216740	281742	528165	323694	59196

*Dip Nets. ‡Spears.

FISHERIES.

Tugs, Vessels and Boats, the Quantity and Value of all Fishing Materials, tities of Fish caught during the Year 1905.

Fishing Material.									Other Fixtures Used in Fishing.				
Seines.			Pound-nets.		Hoop-nets.		Night Lines.		Freezers and Ice Houses.		Piers and Wharfs.		Number.
No.	Yards.	Value.	No.	Value.	No.	Value.	No. Hooks.	Value.	No.	Value.	No.	Value.	
		$		$		$		$		$		$	
....	....	....	12	3,500	31	3,725	....	....	10	4,200	3	1,100	1
....	....	....	35	9,000	....	....	....	....	4	2,190	1	200	2
....	....	....	71	17,100	....	....	....	....	10	2,200	....	....	3
....	....	....	25	3,500	....	....	....	....	15	9,550	4	100	4
18	1,475	630	77	13,375	1	20	....	....	23	12,450	....	....	5
67	6,547	2,420	9	1,800	107	4,185	1,900	505	11	10,325	....	....	6
33	10,535	10,355	275	82,202	1	60	8,700	165	113	44,015	15	4,150	7
3	27,600	....	*37	208	237	19,958	800	70	22	2,170	4	950	8
*1	2	....	26	7,200	128	1,695	1,600	29	11	6,530	....	....	9
121	46,157	13,405	530	137,677	506	29,745	13,000	769	219	93,630	27	6,500	

Sturgeon, lb.	Eels, lb.	Perch, lb.	Tullibee, lb.	Catfish, lb.	Mixed and Coarse Fish, lb.	Caviare, lb.	Bladders, lb.	Trout, salted, brls.	Whitefish, brls.	Value.	Number.
										$	
63800	....	....	3500	80950	....	480	290	....	....	91,707	1
....	....	....	....	....	14800	....	....	691	158	254,178	2
24100	....	....	....	400	31400	90	....	27	120	259,668	3
20250	....	800	....	3050	52600	300	....	8174	506	239,503	4
17800	....	13800	200	1000	146800	1250	....	....	....	173,211	5
24700	....	37900	3500	30150	631800	....	....	....	....	41,569	6
74400	....	552700	....	36050	703000	4260	....	....	....	437,352	7
14200	19250	179000	250	135450	257000	....	....	....	..	163,584	8
162100	900	16000	....	83400	102200	10720	....	....	....	48191	9
401350	20150	802000	7450	370450	1939600	17100	290	8892	784		
$32108	1209	24006	447	29636	58188	11970	232	88920	7840	1,708,963	

STATEMENT of the Yield and Value of the Fisheries of the Province for the Year 1906.

Kind of Fish.		Quantity.	Price.	Value.
			$ cts.	$
Whitefish	brls.	874	10 00	7,840
"	lb.	2,817.420	0 10	281,742
Trout	brls.	8.892	10 00	88,920
"	lb.	5,281,650	0 10	528,165
Herring	brls.	4,487	10 00	44,870
"	lb.	4,334,800	0 05	216,740
Pickerel	"	3,236,940	0 10	323,694
Pike	"	1,479,900	0 04	59,196
Sturgeon	"	401,350	0 08	32,108
Caviare	"	17,100	0 70	11,970
Bladders	"	290	0 80	232
Eels	"	20,150	0 06	1,209
Perch	"	800,200	0 03	24,006
Catfish	"	370,450	0 08	29,636
Coarse fish	"	1,939,600	0 03	58,188
Tullibee	"	7.450	0 06	447
Total		....	....	1,708,963

Comparative Statement of the Yield of the Fisheries of the Province.

Kinds of Fish.		1904.	1905.	Increase.	Decrease.
Whitefish	lbs.	3,474,300	2,817,420	....	656,880
" (salted)	"	70,800	78,400	7,600	
Herring	"	4,252,580	4,334,800	82,220	
" (salted)	"	705,900	897,400	191,500	
Trout	"	6,275,430	5,281,650	....	993,780
" (salted	"	723,800	889,200	165,400	
Pickerel	"	2,632,540	3,236,940	604,400	
Pike	"	1,775.700	1,479,900	....	295,800
Sturgeon	"	485,200	401,350	....	83,850
Caviare	"	29,170	17,100	....	12,070
Eels	"	45,500	20,150	....	25,350
Perch	"	922,600	800,200	....	122,400
Catfish	"	520,150	370,450	....	149.700
Coarse fish	"	2,087,900	1,939,600	....	148,300
Tullibee	"	5,800	7,450	1,650	
Bladders	"	2,600	290	....	2,310
Total		24,009,970	22,572,300	1,052,770	2,490,440
Total decrease, 1905		....	....	....	1,437,670

RECAPITULATION

Of Fishing Tugs, Boats, Nets, &c., employed in the Province for the Year 1905.

Articles.	Value.
	$
122 tugs, 2,105 tons, 652 men	325,675
1,464 boats, 2,533 men	120.898
3,910,528 yards of gill-net	234,568
121 seines, 46,157 yards	13,405
530 pound-nets	137,677
506 hoop-nets	26,745
130 dip-nets	244
13,000 hooks on set lines	769
219 freezers and ice-houses	93,630
3 machines	450
139 spears	139
27 Fishing piers and wharfs	6,500
Total	960,700

APPENDIX No. 7.

PROVINCE OF QUEBEC.

REPORT ON THE GULF OF ST. LAWRENCE DISTRICT BY INSPECTOR WM. WAKEHAM, M.D., GASPÉ BASIN.

INLAND DISTRICTS, INSPECTORS A. H. BELLIVEAU, OTTAWA, AND JOSEPH RIENDEAU, MONTREAL.

GASPÉ, January 20, 1906.

The Dominion Commissioner of Fisheries.

SIR,—I beg to submit the usual annual report and statistics of the Gulf Division Fisheries for the season 1905. The returns show a small increase in value over those for 1904—the actual increase is, however, much greater than that shown by our statistics, as the prices of nearly all kinds of fish ruled much higher than the values at which we have calculated them. Cod, which we value at $4.50 per cwt., actually brought from $5 to $6. The same proportionate increase occurred in the case of herring, so that though the season was really a poor one, as far as the actual catch was concerned, yet to the fishermen, owing to the greatly advanced prices which they obtained, it really was one of the best they have had of recent years.

Spring herring struck in as usual about the end of April, and immense catches were made on the recognized spawning grounds, up to the middle of May. At the Magdalen Islands large numbers of vessels came from the Maritime Provinces, Newfoundland and the United States for their supply of bait, while many thousands of barrels were shipped to ports in the state of Maine where the herring are used in the smoke-houses. In the Bay des Chaleurs the greater part of spring herring taken is used to manure the land. This practice is objected to by many, more especially by those who are interested in the cod fishery, which is the staple industry of Gaspé and Bonaventure counties. Herring has certainly become more scarce and irregular along the shores of these counties, during the time of the summer cod fishery, than it used to be, and this scarcity of bait has caused a serious falling off in the cod fishery. All this is attributed by cod fishermen to the practice of using large quantities of herring and herring spawn for manure, and they say that the practice should be stopped.

For many years past I have inquired regularly into the condition of the spring herring fishery, and I cannot detect any diminution in the volume of the enormous schools which each spring frequent the spawning grounds. This being the case, I cannot bring myself to believe that the scarcity of herring bait in summer is due to any injury done by the spring catch, no matter for what purpose it may be used. All the world over, herring frequent certain well known spawning grounds, but once they leave these grounds after spawning their movements are often erratic and uncertain. The matter is, however, one which might engage the attention of the scientific branch of the service.

The cod fishery began at about the usual date in the spring, the middle of May; the fishery was, however, never good until late in the fall, when cod become very abundant. By this time most of the men had abandoned the fishing, and found work in the lumber camps, so that only a comparatively small number of boats engaged in the fall fishing.

Shippers became anxious, competition was keen, and the price of dried and even of green cod rose enormously, so that those who held on to the fishing did remarkably well. I know of several instances where men averaged $10 a day for several weeks without any special exertion. This was particularly the case along the coast from Cape de Rosier towards Cape Chatte—herring had been fairly constant along this part of the coast all season, so that a supply of fresh bait being obtainable the fishery was better than elsewhere. This growing uncertainty of the fish bait supply in summer is compelling the fishermen to turn their attention to the storage of a supply in freezers.

The returns for the salmon fishery show an increase of over 300,000 lb., as compared with 1904. This occurred altogether on the north coast, was one of the best ever made. On some parts of the north coast almost phenomenal catches were made in the sea coast nets. On the south coast the fishing was poor both for netters and anglers—the fish were unusually late in running into the rivers, the bulk of the run took place after the fishing season was closed.

The returns furnished by the lobster packers show a considerable increase in the pack, this occurred mostly at the Magdalen Islands, where the summer catch was much ahead of that of 1904, very little was done there during the month's fishing allowed in the fall. On the mainland the pack continues to decrease. The pack for Bonaventure shows a slight increase, but it is a long way below the average of ten or fifteen years ago.

I would most strongly advise that the appliances for hatching lobsters at present in the Gaspé hatchery, be removed to some part of the outer coast, say Percé, Grand River or Port Daniel where a supply of eggs could be obtained, and placed in a lobster hatchery which should be run during the fishing season. This might help to keep up the lobster supply in the neighbourhood. Failing some help of this kind I think the time has surely come when lobster packing in Gaspé and Bonaventure should be stopped for a term of years.

The returns for the mackerel fishery show a considerable gain, 5,072 brls. having been taken as compared with 2,334 brls. for the previous season; this fishery is only prosecuted at the Magdalen Island as it is only at or about these islands that any regular fishing for mackerel is made in the Gulf division, elsewhere an odd mackerel may now and then be taken in the herring nets, but they are not found in sufficient numbers to warrant carrying on of a distinct fishery.

Dogfish were not as abundant as for the three previous years. On some part of the coast where we had been greatly bothered by them in past seasons, they did not appear at all. On the whole we did not hear much about them, though this may be largely due to the fact that the fishermen are getting accustomed to them, and have ceased to complain, having come to the conclusion that 'that which can not be cured must be endured.' I am, however, of the opinion that they are backing off again.

A whaling station was put in operation at Seven Islands, and though the whaling steamer was late in getting to work, and owing to the destruction by fire of one of the drivers, operations had to be suspended before the close of the season, yet some 66 whales had been captured and reduced at the works. This, under the circumstances, was not a bad showing.

Owing to the action of the Newfoundland government in restricting the supply of fresh bait to U. S. fishermen we had an unusual number of them on our Labrador coast, where they are by treaty allowed to fish. They came here because nowhere else could they find a supply of fresh bait, this bait in the shape of capelin they seine for themselves, they are all trawlers. Some conflict occurred owing to our local regulation prohibiting trawling within the three mile limit. The regulation of course applies to our fishermen as well as to outsiders. It was instituted some years ago when U.S. fishermen were never seen on the Labrador.

I found that all of the U. S. fishermen who were on the Labrador had been furnished with copies of the treaty by which they are allowed to fish in the inshore waters of our Labrador, and that they had been instructed to be guided by the terms of the treaty. They were disposed to claim the right of fishing as they please, as our prohibition of trawling was not mentioned in the treaty. On explaining the matter fully to all those I met, that trawling was not in vogue when the treaty was passed, that it applied to our own fishermen, and was passed as concerning them only, and not with the view of resticting the rights of U. S. fishermen, as they were not in the habit of fishing in our Labrador waters at the time, &c., I found no difficulty in persuading them to set their trawls outside the 3-mile limit, and all those who had set trawls inside removed them outside when asked to do so.

The masters of nearly all these vessels made no secret of the fact that they were driven to fish off Labrador, which they had abandoned many years ago for the Grand Banks, by the passing of the recent Act in Newfoundland, which made it difficult or even impossible to get the fresh bait which they required for the Bank fishery. This shows us pretty clearly to what an extent a regular and steady supply of fresh bait is necessary for the prosecution of the cod fishery.

With some minor exceptions the fishery regulations were well observed, and though, as I have said before, the actual catch of fish was small, with the exception of the salmon, yet prices were so high that the returns to the fishermen was as great as in a good year.

I have the honour to be, sir.

Your obedient servant,

W. WAKEHAM,

Officer in charge of the Gulf Division, P. Q.

REPORT ON THE FISHERIES OF THE INLAND DISTRICTS OF QUEBEC FOR THE YEAR 1905, BY INSPECTOR A. H. BELLIVEAU.

OTTAWA, March 1, 1906.

To the Dominion Commissioner of Fisheries.

SIR,—To better establish comparisons in the yields of the different kinds of fish with previous years, the former subdivisions have been, as much as possible, adhered to, even when under different officers.

Since the provincial authorities have ceased to exact from their respective officers the statement of the catch of fish in the inland districts, especially where little or no commercial fishing is carried on, it is almost impossible to secure any reliable data of fishery statistics. The fear of an increased license fee still prevents a great many fishermen from returning an accurate yield of fish.

South Shore districts.—In that part extending from Cape Chatte to Lévis on the south shore of the lower St. Lawrence, the fishery statistics have been collected by a Bounty officer in Rimouski and by two provincial officers in the six upper counties. The work seems to have been done carefully and the general yield of fish is much larger than the previous one, showing an increased value of over 100 per cent.

In the county of Rimouski this betterment is attributed principally to the large yield of cod, halibut and sardines. The 400,000 pounds of green cod are alone worth as much as the whole yield of the other fisheries in 1904. Sardines were plentiful and large captures were effected at Matane, Métis and St. Luce. The increase of the catch in this county alone amounts to nearly 300 per cent.

The same abundance prevailed in the two next counties, Temiscouata and Kamouraska, where four times the quantity of fish of the previous year has been returned. At Isle Verte alone, the value of the fisheries exceed the whole piscine product of these counties in 1904. This is due specially to the abundance of sardines and herring in this part of the St. Lawrence. Even salmon were plentiful, about 5,000 pounds being captured at Cacouna alone.

Eel Grass.—Although the fishermen of l'Isle Verte district realized over ten thousand dollars from the prosecution of their fisheries, during the summer months, their attention is diverted to another branch of marine industry which becomes quite a source of wealth to the fortunate riparian owners where eel grass grows. This long slim grass is cut at low tide and brought ashore in large boats and spread on the fields to dry. It is then shipped in bales to different cities and used for upholstering purposes. Over $30,000 was realized last year from this marine product by the citizens of the locality. This particular growth is confined to a limited area between the island and the mainland. Its value is not included in our statistical statement, but it was thought worth mentioning.

In the upper districts of Berthier, Beaumont, Lévis and vicinity, the total value of the fisheries is about equal to the previous one. With the exception of eels which were not so abundant, the other species yielded as much and more than during the previous season. More salmon were captured.

This whole south shore district shows a fishery production valued at nearly $117,000, while in 1904 it was only compiled at $54,000.

North Shore district.—In that part of my division extending from Quebec to the Saguenay and including Lake St. John, there is but little change to mention. The total value of the catch slightly exceeds the previous one, but this is ascribed mostly to the larger estimate of salmon captured in the small bays and tributaries of the Saguenay, chiefly by poachers.

Besides the anglers' catch, perhaps over a hundred settlers provided with small nets come and claim their quota of salmon from the Saguenay for their own use and sometime even for sale. This number is not exaggerated as two years ago, the active guardian Mr. Maher, of Tadousac, seized over one hundred nets, showing the larger number of poachers. Last year only twenty-seven such nets were seized by the same fearless officer. Even settlers quite a distance from this remarkable stream come and borrow the net of an accommodating poacher and secure a supply of salted fish. It is claimed that one noted poacher alone disposed of hundreds of salmon to summer hotels, &c. It is seldom that the worst culprits are brought to justice as they are always masked and pursue their nefarious work in groups, rendering detection and identification almost impossible. However, a few prosecutions last summer proved effective. The mere seizure of a net is not sufficient punishment for such bold characters.

Lake St. John, which is the head water of the Saguenay, forms a part of the above mentioned division. The extensive net fishing attempted there in 1904 did not prove a profitable venture, and I am pleased to state that the provincial authorities have decided not only to curtail nets in this inland sea but to prohibit their use entirely. It will be a difficult task to prevent all the settlers, especially in the vicinity of the *décharges*, from using a net occasionally. It is claimed that very few ouananiche are ever caught in gill-nets. However, very few fish of any kind were shipped from the railway stations last year, but no doubt a small provision is made by the settlers residing in the vicinity of the ouananiche grounds. There is no doubt that this famous game fish is steadily diminishing, notwithstanding the efforts of the pisciculturists to restock its home, the tributaries of Lake St. John. As some nets were still allowed in 1905, the other kinds of fish such as pickerel, whitefish and coarse fish were still captured in fair quantities, to supply the local demand in Roberval and neighbouring small villages. The only netting tolerated in future in that lake will be by the few Indian families on the Blue Point Reserve not far from Roberval, for their own use.

In the other part of this district, the counties of Charlevoix and Montmorency, eels are the only fish remaining of any importance. Now, many of the numerous weirs around Ile d'Orleans are only set in the fall months for the eel catch, which, for last season, is estimated at 270,000 lb. A few stray salmon are now and then captured in these weirs, about 5,000 lb. in both counties.

Inland districts from Quebec to Pontiac.—The yield of these inland divisions prepared by Inspector Riendeau of Montreal and myself, is steadily falling off. The better grades of fish are giving place to inferior ones. The fish are smaller than formerly. Lake St. Pierre, the most important fishing ground of the district, is being depleted by excessive hoop-net fishing, which should be either curtailed or better still, the lake should be set apart for a term of years as are Lakes St. Louis and St. Francis. Fishermen taking licenses for three or four nets have 15, 20 and 25 nets, and at times, they are nearly all in the water. This gross abuse should be remedied effectively by marking, in some way, every licensed implement to better enable the fishery officers to detect the illegal ones. The only rest the lake gets is during July and August, when netting of all kinds is prohibited. This federal regulation is fairly well observed, as very few fish are brought to Montreal markets from there during that hot period. There seems to be a great need of some sturgeon regulation to check the present abuse of immature fish exposed for sale publicly. In fact a minimum size should be prescribed for all species of fish that it is advisable to protect. When sturgeon of nine inches and the young of other species requiring twenty to the pound are sold openly, it is high time for the proper authorities to institute a protective measure.

The total value of the catch of these inland divisions is reckoned at nearly $10,000 less than the previous one, which itself showed a large falling off. In many cases, the diminished catch does not prove a greater scarcity of fish, but a restricted mode of fishing. For instance, in the upper Ottawa or Lake Temiscamingue, the extensive netting which had been allowed in 1903 and 1904 was entirely prohibited for the benefit of the resident settlers of this now famous mining district. No netting is allowed in Lakes St. Francis and St. Louis, limiting the catch to night lines and angling. It is the intention of the provincial authorities to further limit seining and netting where they will not prohibit their use entirely. It will thus further decrease the general production of fish, but it will be to the benefit of the line fishermen. It will be better thus, as many localities that yield insufficiently for a commercial purpose, would afford amusement and recreation to a great many, who would be satisfied with a limited supply.

Missisquoi Bay and Richelieu River.—This bay and River Richelieu, the outlet of Lake Champlain, seem to withstand the annual drain of considerable fishing better than any other waters under my supervision. The refusal of New York State to receive fish from this locality, hampered the fishermen for a while, but other markets were soon found, and now it is questionable, even if the restrictions were removed, whether all the fish would again find Fulton market. The seiners of Missisquoi bay had a short season but did as well as usual; a good supply of pickerel and perch was secured

The most extensive eel weirs of Canada, at Iberville, were again successfully operated and yielded fair profits to their owners who shipped mostly to Chicago instead of New York, on account of the petty prohibition of the neighbouring state.

A noticeable incident was the unusual abundance of black bass in the river, especially between the Lacolle and St. John bridges. It was not a rare occurrence for a couple of anglers to capture their two or three dozens in an afternoon's sport.

Eastern Townships.—The beautiful lakes of the townships are not sufficiently protected. Where there is no revenue derived the protection may somewhat suffer. Owing to the sad drowning accident in Lake Aylmer, in the beginning of the summer, when three lives were lost, which cast a gloom in the neighbourhood, there was less fishing indulged in than usual. There is still some poaching carried on, especially in Lake Memphremagog, which is over thirty miles long; the south end extending into the State of Vermont, allows the poachers a greater chance to dispose of their illegal gain. The best protected lake in that district is Massawippi, where a well-organized club takes interest in its protection.

Respectfully submitted,

A. H. BELLIVEAU,

Inspector of Fisheries.

PROVINCE OF QUEBEC—Gulf of St. Lawrence District.

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of Bonaventure, Province of Quebec, for the Year 1905.

RESTIGOUCHE SUBDIVISION (Tide Head to Maguacha).

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.								Lobster Plant.		Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.		Canneries.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	
	Bonaventure Co.			$			$				$			$		$			
1	Restigouche	....	....	....	....	22	400	70	20	4500	4000	....	....	....	....	....	....	....	1
	BONAVENTURE SUBDIVISION (Maguacha to Paspebiac Point).																		
1	Maguacha and Nouvelle	....	....	....	....	60	1100	120	150	3000	1500	3	100	65	....	....	....	....	1
2	Carleton	....	....	....	....	155	2000	310	450	9000	4500	6	196	150	....	....	1	300	2
3	Maria	....	....	....	....	165	2200	330	500	10000	5000	5	150	125	....	....	....	....	3
4	New Richmond and Black Capes	....	....	....	....	95	1500	180	190	3800	1900	....	....	....	....	....	....	....	4
5	Capelin	....	....	....	....	215	3500	430	620	12400	6200	5	150	125	....	....	1	250	5
6	Bonaventure	....	....	....	....	340	6000	680	1200	24000	12000	50	1400	1400	10	100	1	200	6
7	New Carlisle	....	....	....	....	56	800	112	120	2400	1200	12	400	400	....	....	....	....	7
8	Paspebiac	5	290	7500	30	200	6200	400	210	4200	2100	60	1900	1900	120	1500	....	....	8
	Totals	5	290	7500	30	1286	23300	2562	3440	68800	34400	141	4290	4165	130	1600	3	750	
	PORT DANIEL SUBDIVISION (Paspebiac Point to Point Macquereau).																		
1	Hopetown	....	....	....	....	70	2100	92	70	1470	1168	11	275	300	37	850	2	650	1
2	Nouvelle	....	....	....	....	86	2550	142	80	1660	1420	12	300	325	30	750	....	....	2
3	Shigawake	....	....	....	....	50	750	67	65	1420	1150	8	200	240	15	325	1	320	3
4	Port Daniel	....	....	....	....	180	5550	265	350	7000	5500	25	625	800	125	1800	4	1550	4
5	Anse à Gascons	....	....	....	....	195	7800	295	400	8275	6800	16	480	650	160	2400	2	350	5
	Totals	....	....	....	....	581	18750	861	965	19825	16038	72	1880	2315	367	6125	9	2870	

RETURN showing the Kinds of Fish and Fish Products in the County of **Bonaventure**, Province of **Quebec**, for the Year 1905.

RESTIGOUCHE SUBDIVISION (Tide Head to Maguacha).

Number.	Districts.	Kinds of Fish.																Fish Products.			Total Value of all Fish.	Number.
		Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues & sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Tom cod or frost fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	$ cts.	
	Bonaventure Co.																					
1	Restigouche	80500	550	..	.. .	......	....	160	.....	....	...	....	....	......	77000	....	50000	...	....	2600	25,945 00	1
	BONAVENTURE SUBDIVISION (Maguacha to Paspebiac Point).																					
1	Maguacha and Nouvelle	10600	250	6000	2000	......	8	100	...	3000	...	...	....	1000	....	8	.	50	25	4500	6,287 50	1
2	Carleton	30000	400	8000	10000	550	25	70	....	2000	....	....	....	300	......	5	20000	35	135	1600	11,610 50	2
3	Maria	35000	1000	8000	20000	.....	40	125	....	4000	....	...	....	5000	1500	25	......	62	92	6000	16,841 10	3
4	New Richmond and Black Capes	20000	350	4000	2000	....	10	80	....	2000	....	..	...	10000	.. ...	20	4000	10	25	3500	9,241 50	4
5	Capelin	.. .	800	6000	8000	5600	15	2000	2	5000	15	30	....	1000	.. ..	5	.. ..	1000	500	8000	19,627 50	5
6	Bonaventure	12000	900	7000	10000	6000	50	3000	4	15000	25	45	350	3000	4700	20	5000	1500	800	16000	30,206 25	6
7	New Carlisle	800	75	5000	2000	.....	20	200	....	2000	5	...	..	300	......	1	......	100	50	4000	3,807 50	7
8	Paspebiac	..	250	5000	4000	.....	15	6000	8	10000	200	200	2000	1000	45000	3	2800	3000	1500	5000	38,074 00	8
	Totals	107800	1025	49000	58000	11550	183	11575	14	43000	245	275	2350	21600	51200	87	31800	5787	3127	45000	135,701 85	
	PORT DANIEL SUBDIVISION (Paspebiac Point to Point Macquereau).																					
1	Hopetown	4000	300	.. ..	3500	16320	....	2500	20	. ...	500	...	1500	......	....	....	4000	1800	350	2000	21,585 00	1
2	Nouvelle	2800	600	.....	4500	.....	...	3000	12	.	550	...	....	2800	.....	....	......	2000	640	2500	21,710 00	2
3	Shigawake	......	500	.. ..	5000	9000	...	1400	8	.....	125	....	....	......	......	....	... ..	800	250	2800	13,370 00	3
4	Port Daniel	14000	1500	......	9000	30590	...	5000	15	.....	800	...	3000	3000	14000	....	.. ..	2500	1350	3500	48,230 00	4
5	Anse à Gascons	6500	1800	.....	.....	500	....	6500	30	....	550	...	....	1000	......	...	25800	4000	2250	800	47,699 00	5
	Totals	27300	1700	.....	22000	6082	...	18400	85	. .	2525	....	4500	6800	14000	....	29800	11100	1840	11600	152,594 00	

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., also the Kinds of Fish Caught in the County of **Gaspé**, Province of **Quebec**, for the Year 1905.

GRAND RIVER SUBDIVISION (Point Macquereau to Barachois).

Number.	DISTRICTS.	FISHING BOATS.			FISHING GEAR OR MATERIALS.								LOBSTER PLANT.		KINDS OF FISH.									TOTAL VALUE OF ALL FISH.	Number.
		Boats.			Gill-nets.			Seines.			Trawls.		Canneries.												
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Haddock, dried, cwt.	Halibut, lb.	Smelts, lb.	Fish oil, galls.	Fish as bait, brls.		
	Gaspé Co.		$				$			$		$		$										$ cts.	
1	Newport....	150	4590	352	300	6520	4300	6	210	140	160	1350	2	400	3500	470	19680	3250	110	....	6000	2000	650	24,565 00	1
2	Pabos............	30	1920	108	87	1880	1716	2	80	60	22	330	2	150	24300	80	11808	694	...	....	6000	578	200	12,068 40	2
3	Grand River........	151	8020	444	537	11390	4925	4	104	48	114	1860	2	400	5550	526	4200	6124	40	5800	1000	4000	1000	35,535 00	3
4	Cape Cove............	82	3750	153	184	4980	2490	2	70	70	53	545	1	2000	.....	195	21600	3010	52	....	600	2000	650	21,583 50	4
5	Percé and Bonaventure Island	85	3800	180	150	3000	1500	4	120	60	....	...	2	800	. ..	300	9840	2500	....	....	......	1800	600	16,500 00	5
6	Corner of Beach............	16	640	40	41	1550	1150	4	120	80	4	60	1	300	16810	28	8592	860	....	.. .	.....	300	200	8,546 00	6
	Totals..............	514	22720	1277	1299	29320	16081	22	704	458	353	4145	10	4050	50160	1599	75720	16138	202	5800	13600	10678	3300	118,797 90	

GASPÉ BAY SUBDIVISION (Barachois to Fame Point).

Number.	DISTRICTS.	Boats Number.	Boats Value.	Men.	Gill-nets Number.	Gill-nets Fathoms.	Gill-nets Value.	Seines Number.	Seines Fathoms.	Seines Value.	Trawls Number.	Trawls Value.	Canneries Number.	Canneries Value.	Salmon, fresh, lb.	Herring, salted, brls.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Haddock, dried, cwt.	Halibut, lb.	Smelts, lb.	Fish oil, galls.	Fish as bait, brls.	TOTAL VALUE OF ALL FISH.	Number.
1	Barachois......	103	5050	201	60	1500	1200	10	500	400	....	....	....	....	4000	....	.....	5171	...	....	1000	3586	33	25,244 80	1
2	Mal Bay.......	18	900	37	18	450	360	2	100	80	....	....	....	...	2000	....	13000	1079	....	....	......	1540	17	8,993 00	2
3	Point St. Peter.	17	850	29	17	400	310	1	50	40	...	...	....	...	......	....	.....	731	...	....	...	519	18	3,472 20	3
4	Chien Blanc to Sandy Beach..	180	6700	322	200	5000	3200	13	550	475	....	....	....	....	25000	...	11000	5700	....	....	......	3850	519	35,333 50	4
5	Gaspé North and South..	4	160	6	4	100	80	..	....	....	....	....	....	....	35000	....	.....	258	....	....	66150	180	24	11,558 50	5
6	Peninsula and Little Gaspé....	53	2100	75	70	1400	300	5	250	225	....	....	..	....	15000	..	.....	1514	....	..	......	1954	288	10,831 20	6
7	Grande Grève and Ship Head.	39	1560	69	60	1200	240	3	150	120	....	....	....	....	5000	. .	.....	2832	....	....	. .	1850	281	14,720 50	7
8	Cape de Rosier and Jersey Cove	131	4240	229	100	2500	1000	4	80	65	....	.	....	....	......	....	.....	2762	....	....	......	1380	1287	14,773 50	8
9	Griffin Cove................	73	2920	137	140	2500	1500	1	25	20	....	....	....	....	......	....	.....	3143	....	....	. .	1943	722	15,809 40	9
10	Fox River..	136	4440	262	200	3600	1900	6	180	85	....	....	....	....	...	....	.....	5120	....	....	......	2185	1085	25,323 00	10
11	Little Cape to Echourie.... ..	50	1000	86	50	1100	300	..	...	...	....	....	....	....	.....	....	.....	1635	....	....	.....	1490	363	8,349 00	11
12	Point Jaune to Fame Point....	43	950	70	40	900	250	..	....	....	....	....	....	....	.....	....	.....	2329	..	....	.....	1699	26	11,029 20	12
	Totals..............	847	30870	1523	959	20650	10640	45	1885	1510	....	....	....	...	86000	...	24000	32274	..	....	67150	22176	4663	185,437 80	

RETURN showing the **Number** and Value of Vessels, Boats, Nets, &c., also the Kinds of Fish caught in the County of **Gaspé**, Province of **Quebec**, &c.—*Continued.*

MONT LOUIS SUBDIVISION (Fame Point to Claude River).

Number.	Districts.	Fishing Boats.			Fishing Gear or Materials.						Kinds of Fish.									Total Value of all Fish.	Number.
					Gill-nets.			Seines.													
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	Gaspé Co.		$				$			$									$ cts.	
1	Grand Etang	9	200	18	30	900	400	1	30	30	......	5	815	....	....	800	95	10	4,077 50	1
2	St. Yvon	25	1150	45	90	2700	1800	....	..	....	....	50	2040	....	......	2000	400	.	10,605 00	2
3	Chlorydorme	33	1680	81	100	3000	2000	2	80	40	800	80	2520	3	2000	2500	500	....	13,590 00	3
4	Petite Anse and Frigate Point	33	630	52	102	3000	1600	...	.	...	.....	70	1610	..	11000	1500	480	.....	9,830 00	4
5	Grand and Little Vallée	48	2100	95	170	4500	2700	1	30	20	1000	200	2930	3	.	2700	870	.....	16,430 00	5
6	Magdalen	31	500	44	65	1950	850	....	.....	.....	3500	110	770	....	.....	700	240	......	5,230 00	6
7	Manche d'Epée and Gros Mâle	52	550	74	115	3450	1600	....	..	.....	1500	320	1270	..	......	1100	480	......	8,505 00	7
8	Anse Pleureuse and Mont Louis	94	2850	129	250	7500	5050	1	30	20	6500	1300	2000	3	3200	1800	700	350	18,265 00	8
9	Rivière à Pierre and Claude	61	650	87	140	4200	2200	..	.....	.....	6000	720	870	....	3400	700	200	.. ...	9,205 00	9
	Totals	389	10310	625	1092	31200	18200	5	170	100	19300	2855	14825	9	19600	13800	3965	360	95,737 50	

STE. ANNE DES MONTS SUBDIVISION (Claude River to Cape Chatte).

Number.	Districts.	Fishing Boats, Number.	Fishing Boats, Value.	Fishing Boats, Men.	Gill-nets, Number.	Gill-nets, Fathoms.	Gill-nets, Value.	Seines, Number.	Seines, Fathoms.	Seines, Value.	Salmon, fresh, lb.	Herring, salted, brls.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Total Value of all Fish.	Number.
1	Marsouis	2	29	4	4	115	45	. ..	......	....	... ...	30	23	....	.....	20	10	. ..	259 50	1
2	Martin River	4	107	5	7	177	89	...	....	.....	.. ..	20	39	....	600	35	20	....	366 00	2
3	Cap au Renard and Anse à Jean	8	90	9	11	240	81	....	....	. ...	....	69	59	. .	1100	52	40	......	761 60	3
4	Ste. Anne's	106	1467	161	195	5400	3253	....	.. ...	.....	4800	1537	1889	....	3225	1535	300	......	17,610 00	4
5	Cape Chatte	48	1192	74	43	1153	650	....	......	...	5900	424	496	....	2150	310	100	.....	5,808 00	5
	Totals	168	2885	253	260	7085	4118	....	.	. ..	10700	2080	2506	...	7375	1952	470	....	24,805 10	

RETURN showing the Number, Tonnage and Values of Vessels, Boats and Fishing Materials, &c.—Province of Quebec—*Continued.*

County of Gaspé—*Continued.*

MAGDALEN ISLANDS SUBDIVISION—SOUTH.

		Fishing Vessels and Boats.							Fishing Gear or Materials.								Lobster Plant.		
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.		Canneries.		
Number.	Districts.	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.
	Gaspé Co.			$			$				$			$		$		$	
1	Entry Island	....	....		.....	9	270	21	120	2000	625	.....	.....	...	....	.....	1	75	1
2	Amherst Island	7	150	3000	35	141	5800	363	2518	44060	8930	8	1260	2840	....		4	6500	2
3	Grindstone Island	...	...	.....	.....	263	17400	720	240	4450	1225	6	800	1900	10	6300	11	4200	3
	Totals	7	150	3000	35	413	23470	1104	2878	50510	10780	14	2060	4740	10	6300	16	10775	

MAGDALEN ISLANDS SUBDIVISION—NORTH.

Number.	Districts.	Vessels Number.	Tonnage.	Value.	Men.	Boats Number.	Value.	Men.	Gill-nets Number.	Fathoms.	Value.	Seines Number.	Fathoms.	Value.	Trap-nets Number.	Value.	Canneries Number.	Value.	Number.
1	All Right Island	..	...	....	.....	123	3690	327	736	14720	7360	.....	...	...	8	5500	7	7000	1
2	Grand Entry Island	....	....	.....	.....	62	1860	125	40	1200	400	.....	....	.....	9	6300	14	17500	2
3	Grosse Isle Island	....	....	....	.....	25	750	60	....	..		...	...	....	4	2800	10	3700	3
4	Bryon Island	....	....	.....	..	50	1500	125	25	500	250	.....	.....	...	.....	....	2	2000	4
5	Wolf Island	...	...	....	.....	4	120	11	5	150	50	.....	....	...	.....	.....	1	1000	5
	Totals	....	.	.....	....	264	7920	648	806	16570	8060	...	...	....	21	14600	34	31200	

RETURN showing the Kinds and Quantities of Fish and Fish Products, in the County of **Gaspé**, Province of **Quebec**—*Continued.*

Number.	Districts.	Kinds of Fish and Fish Products.													Seal skins, No.	Total Value of all Fish.	Number.
		Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds brls.	Halibut, lb.	Eels, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.			
																$ cts.	
	Gaspé Co.																
1	Entry Island	100	..	.....	750	96	2736	27	....	....	...	17	60	. .	....	2,880 60	1
2	Amherst Island	2000	50000	...	15000	1243	172840	3204	10	450	45	1720	11200	500	...	105,734 00	2
3	Grindstone Island	2500	50000	...	....	2569	192420	3592	16	600	60	1160	20000	1000	.....	146,222 00	3
	Totals	4600	100000	.....	15750	3908	367996	6823	26	1050	105	2897	31260	1500	....	254,836 60	
	MAGDALEN ISLANDS SUBDIVISION—NORTH.																
1	All right Island	2390	....	..	...	672	97650	910	.....	.....	.....	750	4870	1294	...	57,519 50	1
2	Grand Entry Island	2250	....	360000	.....	120	230000	100	.....	....	..	75	5000	500	...	84,847 50	2
3	Grosse Isle Island	300	.	....	..	100	75000	.....	.....	..	.....	....	1870	.....	.....	24,405 00	3
4	Bryon Island	400	....	....	...	250	55000	300	....	...	.....	12000	1900	..	4000	32,100 00	4
5	Wolf Island	43	....	...	...	22	60000	120	....	....	..	100	90	.....	.....	16,228 50	5
	Totals	5383	...	360000	..	1164	517650	1430	....	...	.....	12925	13730	1794	4000	215,100 50	

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c.—Province of **Quebec**—*Continued.*

County of **Saguenay.**

GODBOUT SUBDIVISION (Tadousac to Jambons).

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.															Lobster Plant.				Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.		Trawls.		Smelt-nets.		Hand Lines.		Canneries.		Traps.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	Saguenay Co.			$			$				$			$		$		$		$		$		$		$	
1	Tadousac, Bergeronnes and Escoumains	2	25	750	5	27	540	31	54	1250	1250	..	..	...	....	.....	...	...	...	....	....	...	....	.....	..	....	1
2	Mille Vaches and Port Neuf	1	15	450	2	16	230	32	18	900	900	..	....	....	....	.....	....	...	.	....	....	....	..	....	....	....	2
3	Colombiers and Sault au Cochon, Bersimis	1	5	60	2	11	220	22	15	750	750	..	....	..	..	.....	....	..	....	...	....	..	...	..	....	....	3
4	Pointe aux Outardes, Godbout and Pointe des Monts	1	14	200	3	28	560	50	38	1940	1940	3	250	190	....	..	1	35	...	...	50	15	....	....	...	..	4
5	Trinity Bay and Cariboo, Egg Island and English Point, Pentecost to Jambons	1	15	250	3	117	2340	96	114	5700	5700	5	200	200	....	....	2	70	...	....	192	96	1	400	150	75	5
	Totals	6	74	1710	15	199	3890	231	239	10540	10540	8	450	390	....	....	3	105	....	....	242	111	1	400	150	75	

MOISIE SUBDIVISION (Jambons to Pigou).

Number.	Districts.	Vessels Number.	Tonnage.	Value.	Men.	Boats Number.	Value.	Men.	Gill-nets Number.	Fathoms.	Value.	Seines Number.	Fathoms.	Value.	Trap-nets Number.	Value.	Trawls Number.	Value.	Smelt-nets Number.	Value.	Hand Lines Number.	Value.	Canneries Number.	Value.	Traps Number.	Value.	Number.
1	St. Margarets Bay	..	....	....	.	5	550	10	8	700	800	1	36	50	....	.....	....	....	..	....	30	10	....	..	...	...	1
2	Carousel Islands	.	...	...	..	2	350	4	4	125	136	1	25	40	....	....	...	....	...	....	10	5	.	.....	....	.....	2
3	Seven Islands	2	83	1400	5	24	2500	50	41	1300	1724	2	100	150	....	.....	....	...	.	...	100	50	....	..	....	.....	3
4	Moisie to Pigou	1	25	900	4	26	2600	55	47	5800	5440	3	75	112	....	..	....	....	..	....	120	60	....	......	....	.....	4
	Totals	3	108	2300	9	57	6000	119	100	7925	8100	7	236	352	...	....	....	....	....	...	260	125	....	.....		.	

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c.—Province of Quebec—*Continued.*

County of Saguenay—*Concluded.*

MINGAN SUBDIVISION (Pigou to St. Charles).

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.														Lobster Plant.				Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.		Trawls.		Smelt-nets.		Hand Lines.		Canneries.		Traps.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	Saguenay Co.—Continued.			$			$				$			$		$		$		$		$		$		$	
1	River aux Grains and Chaloupe.	...	...	...	...	22	1320	46	...	...	...	4	150	200	...	...	...	...	...	...	276	193	...	...	...	...	1
2	Sheldrake.	...	...	...	...	26	1300	46	10	500	500	4	150	200	1	400	...	...	...	...	276	193	...	...	...	...	2
3	Thunder River	...	...	...	...	55	4400	109	15	300	150	10	350	500	...	...	...	...	...	...	654	457	...	...	...	...	3
4	Dock to Jupitagan	...	...	...	...	14	1120	27	...	...	...	2	70	100	...	...	...	...	...	...	162	113	...	...	...	...	4
5	Magpie	...	...	...	...	27	2430	65	15	750	750	7	245	350	...	...	...	...	...	...	390	246	...	...	...	...	5
6	St. Johns River	...	...	...	...	42	3780	98	5	500	400	5	165	250	...	...	...	...	...	...	588	421	...	...	...	...	6
7	Long Pt, Mingan and Romaine.	...	...	...	...	23	2160	56	6	1000	1000	6	210	300	...	...	...	...	...	...	348	243	...	...	...	...	7
8	Esquimaux Point, St. Charles	2	108	1800	17	72	10800	205	30	600	500	7	245	350	1	300	...	...	...	...	1230	615	3	450	300	250	8
	Totals	2	108	1800	17	281	27310	652	81	3650	3300	45	1585	2250	2	700	...	...	...	...	3924	2481	3	450	300	250	

NATASHQUAN SUBDIVISION (St. Charles to Natashquan Point).

Number.	Districts.	Vessels Number.	Vessels Tonnage.	Vessels Value.	Vessels Men.	Boats Number.	Boats Value.	Boats Men.	Gill-nets Number.	Gill-nets Fathoms.	Gill-nets Value.	Seines Number.	Seines Fathoms.	Seines Value.	Trap-nets Number.	Trap-nets Value.	Trawls Number.	Trawls Value.	Smelt-nets Number.	Smelt-nets Value.	Hand Lines Number.	Hand Lines Value.	Canneries Number.	Canneries Value.	Traps Number.	Traps Value.	Number.
1	Piashter Bay	...	...	...	...	4	200	4	6	500	250	...	...	...	...	...	...	...	...	...	16	5	2	300	500	400	1
2	Watsheeshoo and Pashasheeboo.	...	...	...	...	12	600	12	4	200	100	...	...	...	...	...	...	...	...	...	50	12	2	250	500	400	2
3	Agwanus and Nabisippi	...	...	...	...	60	3000	73	30	1500	750	2	80	75	...	...	...	...	...	...	150	40	...	...	...	...	3
4	Mission Island	...	...	...	...	14	700	20	8	400	200	...	...	...	...	...	...	...	...	...	60	25	...	...	...	...	4
5	Natashquan	1	30	900	6	90	5000	125	75	3000	2750	13	620	600	...	...	...	...	...	...	300	100	...	...	...	...	5
	Totals	1	30	900	6	180	9500	234	123	5600	4050	15	700	675	...	...	...	...	...	...	576	182	4	550	1000	800	

ROMAINE SUBDIVISION (Natashquan Point to Coacoachoo).

1	Kegashka	1	12	250	3	13	650	13	20	564	250	3	120	120	...	...	...	...	...	...	42	25	1	260	800	100	1
2	Washeecootai	...	...	...	...	2	100	2	6	400	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
3	Romaine	...	...	...	...	8	400	16	5	500	250	1	45	50	...	...	...	...	...	...	60	36	1	200	100	100	3
4	Coacoashoo	1	37	700	6	13	700	19	25	550	250	2	80	100	...	...	...	...	...	...	70	41	3	700	1000	750	4
	Totals	2	49	950	9	36	1850	50	56	2011	950	6	245	270	...	...	...	...	...	...	172	192	5	1160	1900	950	

ST. AUGUSTIN SUBDIVISION (Coacoashoo to Chicatica).

1	Coacoashoo to Etamamu	...	...	...	...	7	130	10	10	375	200	1	50	45	...	...	...	...	...	...	40	10	...	...	...	...	1
2	St. Marys	...	...	...	...	5	100	6	4	160	75	...	...	...	1	200	...	...	...	...	20	6	...	...	...	...	2
3	Harrington	...	...	...	...	60	1200	115	35	1800	1060	7	300	300	7	2800	...	...	...	...	300	100	1	100	200	200	3
4	Little Meccatina	...	...	...	...	10	280	20	15	500	250	3	150	150	3	1000	...	...	...	...	80	25	...		...	...	4
5	Whale Head	...	...	...	...	40	850	30	25	1500	800	4	200	200	6	2000	...	...	...	...	120	50	3	200	250	250	5
6	Mutton Bay	...	...	...	...	70	1400	120	40	1600	850	8	320	300	8	240	...	...	...	...	400	110	...	...	...	...	6
7	Meccatina to Tabatiere	...	...	...	...	30	500	75	30	2500	2000	6	240	240	6	1800	...	...		...	300	75	...	...	...	...	7
8	Great Meccatina Islands	...	...	...	...	20	600	40	12	500	500	4	160	160	6	2400	...	...		...	200	55	...	...	...	...	8
9	Fonderie à Fectieu to St. Aug'tin	...	...	...	...	20	500	35	10	750	500	3	120	100	2	600	...	...		...	100	30	...	...	...	...	9
10	Point à Giroux to Chicatica	...	...	...	...	8	250	10	8	400	300	4	160	100	2	400	...	...			50	20	...	...	...	...	10
	Totals	...	...	...	...	270	5810	461	189	10085	6475	40	1700	1595	41	13600	...	...	...	...	1610	481	4	300	450	450	

BONNE ESPERANCE SUBDIVISION (Chicatica to Blancs Sablons).

1	Chicatica to Burnt Island	1	52	1000	7	36	1400	45	15	1000	400	4	200	400	6	2300	10	40	...	...	200	60	...	...	...	...	1
2	Bonne Esperance	1	90	1500	6	61	3160	93	19	2500	2000	5	440	975	19	7550	...	...	...	...	372	95	...	...	...	...	2
3	Pidgeon Island to Salmon Bay	1	40	700	3	70	2500	111	17	850	600	12	960	2000	29	10000	10	40	...	...	474	142	...		...	...	3
4	Little Fishery and Five League	...	...	...	...	10	600	13	4	200	125	2	80	200	3	1200	...	...		...	72	18	...	...	...	...	4
5	Middle Bay and Belles Amours	2	104	2000	15	34	1700	69	2	100	75	6	440	1000	10	3900	20	90	...	...	276	84	...	...	...	...	5
6	Bradore	5	339	8200	35	51	2550	104	...	...	...	5	370	800	27	10800	...	...	40	2350	360	120	...	...	...	...	6
7	Long Point	...	...	...	...	33	1100	45	...	...	...	1	50	75	10	4500	...	...	90	2500	180	50	...	...	...	...	7
8	Green Island	...	...	...	...	40	2000	75	...	...	...	3	220	550	8	4090	40	400	...	...	300	150	...	...	...	...	8
	Totals	10	625	13400	66	335	14950	555	57	4650	3200	38	2760	6000	112	44250	80	570	130	4850	2234	719	...	...	...	...	

ANTICOSTI ISLAND SUBDIVISION.

1	Fox Bay	...	...	...	...	15	300	22	...	...	...	1	400	300	4	1200	...	...	...	...	...	...	1	16000	2500	1000	1
2	Baie Ste. Claire	...	...	...	...	30	1000	15	30	1000	400	2	100	100	...	...	...	...	...	...	40	12	...	...	...	...	2
3	Strawberry Cove	...	...	...	...	30	700	25	20	800	300	2	100	100	...	...	...	...	...	...	50	15	...	...	...	...	3
4	Shallop Creek	...	...	...	...	1	15	2	4	120	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
5	Goose Point	...	...	...	...	12	200	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	4000	2500	1000	5
	Totals	...	...	...	...	88	2215	84	54	1920	775	5	600	500	4	1200	...	...	...	...	90	27	2	20000	5000	2000	

RETURN showing the Kinds and Quantities of Fish and Fish Products, &c.—Province of Quebec—*Continued.*

County of Saguenay.

GODBOUT SUBDIVISION—(Tadousac to Jambons).

Number.	DISTRICTS.	KINDS OF FISH AND FISH PRODUCTS.																		TOTAL VALUE OF ALL FISH.	Number.
		Salmon, fresh, lb.	Salmon, salted, brls.	Herring, salted, brls.	Herring, fresh, lb.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Whales, No.	White whale skins, No.		
	Saguenay Co.																			$ cts.	
1	Tadousac, Bergeronnes to Escoumains	35000	8	27	....	....	....	..	....	2400	1800	...	65	5302	...	40	154	....	121	10,053 60	1
2	Mille Vaches to Port Neuf	29700	....	76	....	....	....	....	..	...	....	...	....	1074	....	155	78	..	21	6,863 20	2
3	Colombiers, Sault aux Cochons and Bersimis....	57000	4	....	....	....	....	....	....	....	....	...	....	150	....	....	54	..	2	11,580 50	3
4	Pointe aux Outardes, Godbout to Pointe des Monts....	28900	4	32	....	....	27	...:	1350	2000	4100	6	....	1120	50	50	360	....	1	7,595 50	4
5	Trinity Bay to Cariboo, Egg Island and English Point, Pentecost to Jambons....	87500	6	40	...	2304	937	3	13887	2100	3100	....	....	1153	73	40	72	....	..	24,911 60	5
	Totals....	238100	22	175	...	2304	964	3	15237	6500	9000	6	65	8799	123	285	718	....	145	61,004 40	
	MOISIE SUBDIVISION (Jambons to Pigou).																				
1	St. Margerets Bay....	6012	....	....	....	....	239	....	....	453	.	....	....	390	32	. .	38	....	...	2,535 70	1
2	Carousel Islands....	......	..	....	....	....	12	....	....	......	......	....	...	73	10	..	21	....	....	117 15	2
3	Seven Islands....	20765	....	345	4000	....	338	16	3700		.....	....	..	166000	50	30000	221	66	....	72,947 75	3
4	Moisie to Pigou....	180790	17	....	......	......	465	. .	4600	8740	......	....	....	500	100	....	36	....	....	40,184 50	4
	Totals....	207567	17	345	4000	....	1054	16	8300	9193	......	....	..	166963	192	30000	316	66	...	115,785 10	

MINGAN SUBDIVISION (Pigou to St. Charles).

1 River aux Grains and Chaloupe						980							880	250					5,059 00	1
2 Sheldrake	600					996							900	260					5,262 00	2
3 Thunder River	4800		83			2332							2000	400					13,027 50	3
4 Dock to Jupitagan	2200					859							800	200					4,845 50	4
5 Magpie	9300					2068							2000	400					12,366 00	5
6 St. Johns River	6750					2442							2200	500					13,749 00	6
7 Long Point, Mingan and Romaine	36750		353		4800	1554							1200	300					17,941 50	7
8 Esquimaux Point, St. Charles						3394		5000					3800	1000		275			18,746 75	8
Totals	60400		436		4800	14625		5000					13780	3310		275			90,997 25	

NATASHQUAN SUBDIVISION (St. Charles to Natashquan Point).

1 Piashter Bay	2000				2000								60	10		20			958 00	1
2 Watsheehoo and Pashasheeboo	2500				5000	70							60	15		10			2,118 00	2
3 Agwanus and Nabisippi	15000					1500		1000					1325	250		75			10,716 25	3
4 Mission Island	1000					200							180	30		10			1,211 50	4
5 Natashquan	70000		80			3000		1500	6000				3500	1000		500			31,785 00	5
Totals	90500		80		7000	4770		2500	6000				5125	1305		615			46,788 75	

ROMAINE SUBDIVISION (Natashquan Point to Coacoachoo).

1 Kegashka		25	162		1056	500		1200					380	150		40			4,127 00	1
2 Washeecootai		8	20						700				36			10			301 50	2
3 Romaine		25	160			40			600		10		190	20		50			1,584 50	3
4 Coacoashoo		10	324		6000	60			600				350	25		100			3,705 50	4
Totals		68	666		7056	600		1200	1900		10		950	195		200			9,718 50	

ST. AUGUSTIN SUBDIVISION (Coacoashoc to Chicatica).

1 Coacoashoo to Etamamu		50							1000				300			100			1,065 00	1
2 St. Marys		4											450			150			382 50	2
3 Harrington		2	306			2000							2500	750		300			12,657 00	3
4 Little Meccatina						300							700	300		150			2,197 50	4
5 Whale Head		10			1500	1000							2000	500		300			6,750 00	5
6 Mutton Bay		10	25			2000							2500	800		250			11,525 00	6
7 Meccatina to Tabatiere		30	120			1850							7500	600		2000			14,965 00	7
8 Great Meccatina		5	40			600							1850	300		450			4,522 50	8
9 Fonderie à Fecteau to St. Augustin		125				750			6000				1400	200		300			6,945 00	9
10 Point à Giroux to Chicatica		20				250							400	100		50			1,757 50	10
Totals		256	491		1500	8750			7000				19600	3550		4050			62,767 00	

RETURN showing the Kinds and Quantities of Fish and Fish Products, &c.—Province of Quebec—*Concluded.*

County of Saguenay—*Concluded.*

BONNE ESPERANCE SUBDIVISION (Chicatica to Blancs Sablons).

Number.	Districts.	Salmon, salted brls.	Salmon.	Herring, salted, brls.	Herring, fresh, lb.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Whales, No.	Belugas, No.	Total Value of all Fish.	Number.
	Saguenay Co.—Concluded.																			$ cts.	
1	Chicatica to Burnt Island	18					1340			600				1200	200		20			7,045 00	1
2	Bonne Esperance	60					5000							4000	1000					26,100 00	2
3	Pidgeon Island to Salmon Bay	50					3650			1400				3250	700					19,340 00	3
4	Little Fishery and Five League	10					600							500	100					3,[illegible]50 00	4
5	Middle Bay and Belles Amours	20					1660			200				1445	400					8,823 50	5
6	Bradore	25					5100			500				4990	750		75			26,490 75	6
7	Long Point	2					2000							2800	250		150			10,432 50	7
8	Green Island	5		33			5500							5000	700					27,523 50	8
	Totals	190		33			24850			2700				23185	4100		245			128,505 25	

ANTICOSTI ISLAND SUBDIVISION.

Number.	Districts.	Salmon, salted brls.	Salmon.	Herring, salted, brls.	Herring, fresh, lb.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Whales, No.	Belugas, No.	Total Value of all Fish.	Number.
1	Fox Bay					27936									2000					9,984 00	1
2	Baie Ste. Claire			25			400		2000					250	70					2,292 50	2
3	Strawberry Cove			40			450		2500					260	75					2,645 50	3
4	Shallop Creek	20																		300 00	4
5	Goose Point					40080									500					10,770 00	5
	Totals	20		65		68016	850		4500					510	2615					25,992 00	

RECAPITULATION

Showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials in Gulf Division, Province of Quebec, for the Year 1905.

COUNTY OF BONAVENTURE.

Number.	Subdivisions.	Fishing Vessels and Boats.							Fishing Gear of Materials.																Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.		Trawls.		Weirs.		Smelt-nets.		Hand Lines.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
				$			$				$			$		$		$		$		$		$	
1	Restigouche	...	...	...	.	22	400	70	20	4500	4000	...			...	...	...	...	...	...	35	2000	...	...	1
2	Bonaventure	5	290	7500	30	1286	23300	2562	3440	68800	34400	141	4290	4165	...	...	130	1600	..	.	2	120	2808	1404	2
3	Port Daniel	...	...	...	...	581	18750	861	965	19825	16038	72	1880	2015	...	.	367	6125	...	...	...	...	4600	1390	3
	Total	5	290	7500	30	1889	42150	3493	4425	93125	54438	213	6170	6180	...	.	497	7725	...	...	37	2120	7408	2794	
	COUNTY OF GASPÉ.																								
1	Grand River	.	...	...	.	514	22720	1277	1299	29320	16081	22	701	458	...	...	353	4145	...	...	...	...	3696	1848	1
2	Gaspé Bay	...	...	...	...	847	30870	1523	959	20650	10640	45	1885	1510	...	...	...	...	...	...	16	1050	3348	1343	2
3	Mont Louis	...	...	...	...	386	10310	625	1062	31200	18200	5	170	100	...	...	...	...	...	...	...	...	1386	1940	3
4	St. Anne des Monts	...	...	...	.	168	2885	253	260	7085	4118	..	...	...	...	...	...	...	...	...	...	..	506	506	4
5	Magdalen Islands, S.	7	150	3000	35	413	23470	1104	2878	50510	10780	14	2060	4740	10	6300	...	...	...	...	...	...	2456	660	5
6	" " N.	...	..	...	.	264	7920	648	806	16570	8060	...	...	...	21	14600	15	75	..	...	...	...	2354	636	6
	Total	7	150	3000	35	2592	98175	5430	7264	155335	67879	86	1819	6808	31	20900	368	4220	...	...	16	1050	13755	6933	

RECAPITULATION.

SHOWING the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials, &c.—*Concluded.*

COUNTY OF SAGUENAY.

Number.	SUBDIVISIONS.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.																	Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.		Trawls.		Weirs.		Smelt-nets.		Hand Lines.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		
				$			$				$			$		$		$				$		$		
1	Godbout	6	74	1710	15	199	3890	231	239	10540	10540	8	450	390	....	....	3	105	19	485	2	95	242	111		1
2	Moisie	3	108	2300	9	57	6000	119	100	7925	8100	7	236	352	....	....	....	....	....	....	....	....	260	125		2
3	Mingan	2	108	1800	17	281	27310	652	81	3650	3300	45	1585	2250	2	700	....	....	....	....	....	....	3924	2481		3
4	Natashquan	1	30	900	6	180	9500	234	123	5600	4050	15	700	675	....	....	....	....	....	....	....	....	576	182		4
5	Romaine	2	49	950	9	36	1850	50	56	2014	950	6	245	270	....	....	....	....	....	....	....	....	172	102		5
6	St. Augustin	....	....	....	....	270	5810	461	189	10085	6475	40	1700	1595	41	13600	....	....	....	....	....	....	1610	481		6
7	Bonne Esperance	10	625	13400	66	335	14950	555	57	4650	3200	38	2760	6000	112	44250	80	570	....	....	130	1850	2234	719		7
8	Anticosti	....	....	....	....	88	2215	84	54	1920	775	5	600	500	4	1200	....	....	....	....	....	....	90	27		8
	Total	21	994	21060	122	1446	71525	2386	899	46384	37390	164	8276	12032	159	59750	83	675	19	485	132	4945	9108	4228		

GRAND TOTAL OF GULF DIVISION.

Number.	SUBDIVISIONS.	Vessels Number.	Tonnage.	Value.	Men.	Boats Number.	Value.	Men.	Gill-nets Number.	Fathoms.	Value.	Seines Number.	Fathoms.	Value.	Trap-nets Number.	Value.	Trawls Number.	Value.	Weirs Number.	Value.	Smelt-nets Number.	Value.	Hand Lines Number.	Value.	Number.
1	Bonaventure County	5	290	7500	30	1889	42450	3493	4425	93125	54438	213	6170	6430	....	....	497	7725	....	....	37	2120	7408	2794	1
2	Gaspé County	7	150	3000	35	2592	98175	5430	7264	155335	67879	86	4819	6808	31	20900	368	4220	....	....	16	1050	13755	6933	2
3	Saguenay County	24	994	21060	122	1446	71525	2386	899	46384	37390	164	8276	12032	159	59750	83	675	19	485	132	4945	9108	4228	3
	Grand totals	36	1434	31560	187	5927	212150	11309	12588	294844	159707	463	19265	25320	190	80650	948	12620	19	485	185	8115	30271	13955	

RECAPITULATION.

Showing the Quantity and Value of all Fishing Materials and Kinds of Fish in the Gulf Division, Province of Quebec, for the Year 1905

COUNTY OF BONAVENTURE.

Number.	Subdivisions.	Lobster Plant. Canneries. Number.	Lobster Plant. Canneries. Value.	Lobster Plant. Traps. Number.	Lobster Plant. Traps. Value.	Lobster Plant. Persons employed in canneries.	Other Fixtures used in Fisheries. Freezers and Ice Houses. Number.	Freezers and Ice Houses. Value.	Smoke and Fish Houses. Number.	Smoke and Fish Houses. Value.	Piers and Wharfs. Number.	Piers and Wharfs. Value.	Tugs, Steamers and Smacks. Number.	Tugs, Steamers and Smacks. Value.	Salmon. Fresh, lb.	Salmon. Salted, brls.	Herring. Salted, brls.	Herring. Fresh, lb.	Herring. Smoked, lb.	Mackerel. Fresh, lb.	Mackerel. Salted, brls.	Number.
			$		$			$		$		$		$								
1	Restigouche.	...	....	....	....	....	....	....	....	....	....	....	....	....	80500	....	550	....	....	...	....	1
2	Bonaventure.	3	750	1450	860	23	43	4575	340	21810	2	30000	.....	.....	107800	....	4025	49000	58000	..	....	2
3	Port Daniel....	9	2870	9550	4775	237	11	4350	332	6800	....	...	....	......	27300	....	4700	....	22000	......	....	3
	Total	12	3620	11000	5635	260	54	8925	672	28640	2	30000	...	......	215600	...	9275	49000	80000	...	....	

COUNTY OF GASPÉ.

Number.	Subdivisions.	Canneries. Number.	Canneries. Value.	Traps. Number.	Traps. Value.	Persons employed in canneries.	Freezers and Ice Houses. Number.	Freezers and Ice Houses. Value.	Smoke and Fish Houses. Number.	Smoke and Fish Houses. Value.	Piers and Wharfs. Number.	Piers and Wharfs. Value.	Tugs, Steamers and Smacks. Number.	Tugs, Steamers and Smacks. Value.	Salmon. Fresh, lb.	Salmon. Salted, brls.	Herring. Salted, brls.	Herring. Fresh, lb.	Herring. Smoked, lb.	Mackerel. Fresh, lb.	Mackerel. Salted, brls.	Number.
1	Grand River...	10	4050	14200	7160	207	4	700	118	57400	7	2300	......	......	50160	....	1599	....	......	......	....	1
2	Gaspé Bay..	....	....	......	......	......	.. ...	..	......	......	...	...	......	......	86000	....	....	......	......	......	....	2
3	Mont Louis...........	1	300	....	.. .	...	11	2100	10	1600	3	2600	....	.. .	19300	...	2855	......	......	...	....	3
4	Ste. Anne des Monts...	...	......	.....	......	..	.. .	.....	.....	......	.....	....	...	...	10700	....	2080	.. .	......	......	...	4
5	Magdalen Islands, S ...	16	10775	32480	22080	460	11	1760	9	3000	9	5300	2	2300	...	....	4600	100000	..... .	15750	3908	5
6	" " N....	34	31200	28165	28165	354	.....	.....	11	6000	14	9300	2	2500	..	...	5383	... .	360000	....	1164	6
	Total	61	46325	74845	57405	1021	26	4560	148	68000	33	19500	4	4800	166160	...	16517	100000	360000	15750	5072	

RECAPITULATION

SHOWING the Quantity and Value of all Fishing Materials and Kinds of Fish in the Gulf Division, Province of Quebec, &c.—*Concluded.*

COUNTY OF SAGUENAY.

Number.	SUBDIVISIONS.	LOBSTER PLANT.					OTHER FIXTURES USED IN FISHERIES.								SALMON.		HERRING.			MACKEREL.		Number.
		Canneries.		Traps.		Persons employed in canneries.	Freezers and Ice Houses.		Smoke and Fish Houses.		Piers and Wharfs.		Tugs, Steamers and Smacks.									
		Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Fresh, lb.	Salted, brls.	Salted, brls.	Fresh, lb.	Smoked, lb.	Fresh, lb.	Salted, brls.	
			$		$			$		$		$		$								
1	Godbout	1	400	150	75	5	74	2220	21	635	1	175	....	....	238100	22	175	....	....	....	....	1
2	Moisie	....	....	....	....	....	1	1000	15	56500	2	750	1	25000	207567	17	345	4000	....	....	....	2
3	Mingan	3	450	300	250	12	3	800	46	12000	9	2200	....	....	60400	...	436	....	....	....	....	3
4	Natashquan	4	550	1000	800	16	....	....	30	4000	2	900	....	....	90500	...	80	....	....	....	....	4
5	Romaine	5	1160	1900	950	25	....	....	....	....	....	....	....	....	....	68	666	....	....	....	....	5
6	St. Augustin	4	300	450	450	9	....	....	73	3950	65	2100	....	....	....	256	491	....	....	....	....	6
7	Bonne Esperance	....	....	....	....	....	....	....	35	3750	76	12150	....	....	....	190	33	....	....	....	....	7
8	Anticosti	2	20000	5000	2000	53	1	400	....	....	....	....	....	....	....	20	65	....	....	....	....	8
	Total	19	22860	8800	4525	120	79	4420	220	80835	155	18275	1	25000	596567	573	2291	4000	....	....	....	

GRAND TOTAL OF GULF DIVISION.

Number.	SUBDIVISIONS.	Canneries Number.	Canneries Value.	Traps Number.	Traps Value.	Persons employed in canneries.	Freezers and Ice Houses Number.	Freezers and Ice Houses Value.	Smoke and Fish Houses Number.	Smoke and Fish Houses Value.	Piers and Wharfs Number.	Piers and Wharfs Value.	Tugs, Steamers and Smacks Number.	Tugs, Steamers and Smacks Value.	Salmon Fresh, lb.	Salmon Salted, brls.	Herring Salted, brls.	Herring Fresh, lb.	Herring Smoked, lb.	Mackerel Fresh, lb.	Mackerel Salted, brls.	Number.
1	Bonaventure County	12	3620	11000	5635	260	54	8925	672	28640	2	30000	....	....	215600	....	9275	49000	80000	....	....	1
2	Gaspé County	6	46325	74845	57405	1021	26	4560	148	68000	33	19500	4	4800	166160	....	16517	100000	360000	15750	5072	2
3	Saguenay County	19	22860	8800	4525	120	79	4420	220	80835	155	18275	1	25000	596567	573	2291	4000	....	....	....	3
	Grand totals	92	72805	94645	67565	1401	159	17905	1040	177475	190	67775	5	29800	978327	573	28083	153000	440000	15750	5072	

RECAPITULATION

SHOWING the Kinds and Quantities of Fish and Fish Products in the Gulf Division, Province of Quebec, for the Year 1905.

COUNTY OF BONAVENTURE.

Number.	Subdivisions.	Lobsters.		Cod.		Haddock.		Hake, dried, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Tom-cod or frost fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Whales, No.	White whales, No.	Total Value of all Fish.	Number.
		Preserved in cans, lb.	Fresh in shell, cwt.	Dried, cwt.	Tongues and Sounds, brls.	Fresh, lb.	Dried, cwt.														$ cts.	
1	Restigouche	....	....	160	....	....	....	....	....	....	77000	....	....	50000	....	....	2600	....	....	....	25,945 00	1
2	Bonaventure	11550	183	11575	14	43000	245	275	2350	21600	51200	87	....	31800	5787	3127	45000	....	....	....	135,701 85	2
3	Port Daniel	60820	....	18400	85	....	2525	....	4500	6800	14000	....	....	29800	11100	4840	11600	....	....	....	152,594 00	3
	Total	72370	183	30135	99	43000	2770	275	6850	28400	142200	87	....	111600	16887	7967	59200	....	....	....	314,240 85	

COUNTY OF GASPÉ.

Number.	Subdivisions.	Lobsters.		Cod.		Haddock.		Hake, dried, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Tom-cod or frost fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Whales, No.	White whales, No.	Total Value of all Fish.	Number.
		Preserved in cans, lb.	Fresh in shell, cwt.	Dried, cwt.	Tongues and Sounds, brls.	Fresh, lb.	Dried, cwt.														$ cts.	
1	Grand River	75720	....	16138	....	....	202	....	5800	....	13600	....	....	....	10678	3300	....	....	....	....	118,797 90	1
2	Gaspé Bay	24000	....	32274	....	....	....	....	....	....	67150	....	....	....	22176	4663	....	....	....	....	185,437 80	2
3	Mont Louis	....	....	14825	9	....	....	....	19600	....	....	....	....	....	13800	3965	360	....	....	....	95,737 50	3
4	Ste. Anne des Monts	....	....	2506	....	....	....	....	7375	....	....	....	....	....	1952	470	....	....	....	....	24,805 10	4
5	Magdalen Islands, S.	367996	....	6823	26	....	....	....	1050	....	....	105	....	....	2897	31260	1500	....	....	....	254,836 60	5
6	" " N.	517650	.	1430	....	....	....	....	....	....	....	....	....	....	12925	13730	1794	4000	....		215,100 50	6
	Total	985366	....	73996	35	....	202	....	33825	....	80750	105	....	....	64428	57388	3654	4000	....	....	894,715 40	

RECAPITULATION

SHOWING the Kinds and Quantities of Fish and Fish Products in the Gulf Division, Province of Quebec, for the Year 1905—*Concluded.*

COUNTY OF SAGUENAY.

Number.	SUBDIVISIONS.	LOBSTERS.		COD.		HADDOCK.		Hake, dried, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Tom-cod or frost fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Whales, No.	White whale skins, No.	TOTAL VALUE OF ALL FISH.	Number.
		Preserved in cans, lb.	Fresh in shell, cwt.	Dried, cwt.	Tongues and sounds, brls.	Fresh, lb.	Dried, cwt.														$ cts.	
1	Godbout	2034	....	964	3	.....	.....	....	15237	6500	9000	6	65	.....	8799	123	285	718	....	145	61,004 40	1
2	Moisie	....	....	1054	16	.....	.....	....	8300	9193	....	...	....	......	166963	192	30000	316	66	....	115,785 10	2
3	Mingan	4800	...	14625	....	.....	.....	....	5000	....	....	....	..	......	13780	3310	....	275	....	....	90,997 25	3
4	Natashquan	7000	....	4770	....	.	.....	....	2500	6000	......	....	...	....	5125	1305	.....	615	....	....	46,788 75	4
5	Romaine	7056	...	600	....	.....	.....	....	1200	1900	.....	10	....	......	950	195	.....	200	....	.. .	9,718 50	5
6	St. Augustin.	1500	..	8750	....	.....	.....	....	.....	7000	......	....	....	....	19600	3550	......	4050	....	....	62,767 00	6
7	Bonne Esperance.	....	....	24850	...	.....	.....	....	......	2700	......	....	....	......	23185	4100	......	245	...	....	128,505 25	7
8	Anticosti	68016	...	850	....	.....	.....	....	4500	...	.....	....	....	......	510	2645	......	......	....	....	25,992 00	8
	Total	90676	....	56463	19	...	.....	....	36737	33293	9000	16	65	......	238912	15420	30285	6419	66	145	541,558 25	

GRAND TOTAL OF THE GULF DIVISION.

Number.	SUBDIVISIONS.	LOBSTERS.		COD.		HADDOCK.		Hake, dried, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Sardines, brls.	Tom-cod or frost fish, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Whales, No.	White whale skins, No.	TOTAL VALUE OF ALL FISH.	Number.
		Preserved in cans, lb.	Fresh in shell, cwt.	Dried, cwt.	Tongues and sounds, brls.	Fresh, lb.	Dried, cwt.														$ cts.	
1	Bonaventure County	72370	183	30135	99	43000	2770	275	6850	28400	142200	87	....	111600	16887	7967	59200	....	....	...	314,240 85	1
2	Gaspé County	985366	...	73996	35	....	202	.	33825	......	80750	105	:..		64428	57388	3654	4000	....	...	894,715 40	2
3	Saguenay County	90676	...	56463	19	. ..	.....	....	36737	33293	9000	16	65	....	238912	15420	30285	6419	66	145	541,558 25	3
	Grand total	1148412	183	160594	153	43000	2972	275	77412	61693	231950	208	65	111600	320227	80775	93139	10419	66	145	1,750,514 50	

RECAPITULATION.

STATEMENT showing Yield and Value of Fisheries in **Gulf Division, Province of Quebec,** for the Season of 1905.

Description.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Salmon, fresh in ice	Lb.	978,327	0 20	195,665 40
" salted	Brls.	573	15 00	8,595 00
Herring "	"	28,083	4 50	126,373 50
" fresh	Lb.	153,000	0 01	1,530 00
" smoked	"	440,000	0 02	8,800 00
Mackerel, fresh	"	15.750	0 12	1,890 00
" salted	Brls.	5,072	15 00	76,080 00
Lobsters, canned, fresh	Lb.	1,148,412	0 25	287,103 00
" whole "	Cwt.	183	5 00	915 00
Cod, salted	"	160,594	4 50	722,673 00
" tongues and sounds	Brls.	153	10 00	1,530 00
Haddock, fresh	Lb.	43,000	0 03	1,290 00
" salted	Cwt.	2,972	3 00	8,916 00
Hake "	"	275	2 25	618 75
Halibut, fresh	Lb.	77,412	0 10	7,741 20
Trout "	"	61,693	0 10	6,169 30
Smelt "	"	231,950	0 05	11,597 50
Eels, salt	Brls.	208	10 00	2,080 00
Sardines, salted	"	65	3 00	195 00
Tom cod, frost fish, fresh	Lb.	111,600	0 03	3,348 00
Fish and whale oil	Galls.	320,227	0 30	96,068 10
Fish as bait	Brls.	80,775	1 50	121,162 50
Fish manure and guano	"	93,139	0 50	46,569 50
Seal skins	No.	10,419	1 25	13,023 75
White whale skins	"	145	4 00	580 00
Whales	"	66	....	....
Total value, 1905				1,750,514 50
" 1904				1,557,959 10
Increase, 1905				192,555 40

RECAPITULATION

SHOWING Number of Men, Vessels and Boats, and Value of Material in **Gulf Division** Fisheries, for the Season of 1905.

Description.		Value.
		$ cts.
36	vessels of 1,434 tons, manned by 187 men	31,560 00
5,927	boats, fished by 11,309 men	212,150 00
294,844	fathoms gill-net	159,707 00
19,265	" seine	25,320 00
190	trap-nets for herring and cod	80,650 00
948	trawls	12,620 00
19	weirs	485 00
185	smelt and seal-nets	8,115 00
30,271	hand lines and sinkers	13,955 00
92	lobster canneries, employing 1,401 hands	72,805 00
94,645	lobster traps	67,565 00
159	freezers and ice houses	17,905 00
1,040	smoke and fish houses	177,475 00
190	private piers and wharfs	67,775 00
5	tugs, smacks and whaling steamers	29,800 00
	Total value	977,887 00

QUEBEC—

RETURN of the number of Fishermen, Value of Boats, Nets, &c., and the Kinds and **Levis**, both inclusive, Province

		Fishing Materials.								Kinds				
		Boats.			Gill-nets.			Brush or Eel Weirs						
Number.	Districts.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Salmon, lb.	Shad, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.
1	Capucins	16	160	26	13	300	160	1	25	....	....	48	1900	....
2	Petits et Grands Méchins	36	1280	90	78	1795	990	..	....	4400	....	670	9900	2000
3	Crosses Roches	17	180	37	21	480	220	....	....	....	....	135	1700	2400
4	Ste. Félecité	18	225	40	23	490	420	3	90	....	....	130	2600	2000
5	Matane	20	240	32	12	290	190	13	600	15000	....	420	4300	2900
6	Rivière Blanche	24	416	26	34	780	280	1	40	300	....	120	36200	3800
7	Sandy Bay	48	624	50	85	1960	1100	1	40	....	....	360	49600	3900
8	Métis	16	415	20	4	75	70	5	900	3400	....	72	22000	....
9	Ste. Flavie and Ste. Luce	27	490	40	35	460	350	9	630	5350	....	170	84600	....
10	Rimouski	32	320	35	....	....	....	24	2750	2120	....	385	92000	....
11	Bic	4	20	8	....	....	....	6	500	530	....	25	20000	....
12	St. Fabien and St. Simon	6	25	10	....	....	....	6	500	1880	....	30	45000	....
13	Trois Pistoles	..	....	10	....	....	....	5	260	300	20	28	46000	....
14	Ile Verte	40	375	57	....	....	....	27	2540	1960	5220	192	146400	50800
15	Cacouna	19	210	26	....	....	....	15	1750	4990	2940	186	300800	45900
16	Riv. du Loup & N.D. du Portage	4	65	13	3	800	600	13	600	450	150	12	208000	....
17	St. André	6	42	18	....	..	....	11	1250	....	50	58	61200	1300
18	Kamouraska	....	....	9	....	....	....	4	680	120	1900	14	17200	....
19	St. Denis	....	....	11	....	....	....	8	210	800	600	....	80000	....
20	Rivière Ouelle	5	65	22	....	....	....	16	980	1200	530	10	60000	....
21	Ste. Anne la Pocatière	....	....	9	....	....	....	8	300	....	....	....	....	....
22	St. Roch & St. Jean Port Joli	20	260	24	....	....	....	22	2075	....	....	....	....	....
23	L'Islet and Cap St. Ignace	11	60	15	....	....	....	14	1500	....	....	....	....	....
24	Crane and Goose Islands	....	....	7	....	....	.	7	1030	....	....	....	....	....
25	Montmagny	2	20	2	1	40	50	2	500	30	350	....	....	....
26	Berthier	18	145	22	8	280	235	13	2900	150	375	....	....	....
27	St. Valier	7	110	5	....	....	....	6	3700	445	3100	....	....	....
28	St. Michel	10	75	11	....	....	..	8	2900	160	2000	....	....	....
29	Beaumont	19	225	14	....	....	....	12	7200	300	9850	....	....	....
30	St. Joseph and Levis	15	135	8	....	....	....	8	7270	260	2665	....	....	....
31	St. Romuald & New Liv'pl.	3	60	2	....	....	....	2	500	25	50	....	....	....
32	St. Nicholas	12	160	8	....	....	...	8	3000	220	5350	....	....	....
	Totals	455	6402	707	317	7750	4665	278	47220	44120	35150	3065	1289400	115500
	Values. $	....	..	....	....	....	....	....	....	8824	2109	13792	12894	2310

Continued.

Value of all Fish in the South Shore District extending from County **Rimouski** to of Quebec, for the Year 1905.

OF FISH AND FISH PRODUCTS.

Trout, lb.	Sea bass, lb.	Pickerel, lb.	Cod, salted, lb.	Halibut, lb.	Sturgeon, lb.	Eels, lb.	Whitefish, lb.	Sardines, brls.	Clams, brls.	Mixed and coarse fish, lb.	Oil, galls.	Fish as bait, brls.	Fish as fertilizer, brls.	Value. $	cts.	Number.
100	....	....	32200	175	....	....	....	30	85	....	105	12	10	1,865	00	1
350	....	....	151300	1700	....	....	....	....	40	....	485	100	130	10,731	50	2
....	....	....	69200	2700	....	....	....	....	....	....	260	53	48	3,892	00	3
....	....	....	66200	2000	....	....	....	40	....	.	195	50	....	3,752	50	4
300	....	....	24900	3000	....	....	....	650	....	5000	120	25	80	8,430	50	5
....	....	....	36000	2000	....	....	....	30	....	....	190	20	5	2,857	50	6
....	....	....	18100	3000	....	....	....	40	....	....	85	20	70	3,428	50	7
—.	....	....	2800	6000	....	....	....	520	....	....	50	....	160	3,591	00	8
100	....	....	400	6900	....	....	....	1100	....	....	....	....	5200	9,297	00	9
11000	....	....	....	2200	....	....	....	495	....	....	....	....	4900	8,331	50	10
....	....	....	....	....	....	....	....	100	....	....	....	....	250	843	50	11
....	....	....	....	....	....	....	....	20	....	....	....	....	....	1,021	00	12
....	....	....	....	....	40	....	....	150	....	4500	....	....	80	1,184	60	13
....	....	....	....	....	290	100	....	1340	....	10000	310	....	3840	*10,214	35	14
....	....	....	....	....	410	1100	....	605	....	40800	120	....	2016	9,295	00	15
3000	....	....	....	....	150	1010	....	100	....	1200	70	....	64	2,967	60	16
....	....	....	....	....	6150	1680	....	375	....	40000	10	....	370	4,174	80	17
....	....	....	....	....	2750	....	....	700	....	....	35	....	700	2,998	50	18
....	....	....	....	....	300	6850	....	200	....	....	25	....	1200	2,632	50	19
....	....	....	....	....	1300	29150	....	130	....	....	60	....	550	*3,426	80	20
....	....	....	....	....	100	4780	....	....	....	600	....	....	....	298	80	21
....	....	....	....	....	....	6150	....	....	....	4600	....	....	....	415	00	22
1000	100	....	....	....	4000	4400	....	....	....	10450	....	....	....	718	50	23
....	200	200	....	....	....	10000	....	....	....	1000	....	....	....	640	00	24
1000	....	....	....	....	3000	1400	....	....	....	4000	....	....	....	431	00	25
....	175	....	....	....	31700	16700	1200	....	....	3500	....	....	....	3,129	00	26
....	2800	550	....	....	6800	14600	5700	....	....	1800	....	....	....	2,454	50	27
....	1375	800	....	....	1325	33400	940	....	....	2150	....	....	....	2,528	50	28
....	1250	1100	....	....	1250	70940	1400	....	....	1250	....	....	....	5,314	90	29
1000	645	360	....	....	1130	57000	750	....	....	7150	....	....	....	4,028	70	30
....	65	175	....	....	....	4000	75	....	....	2200	....	....	....	292	75	31
....	750	2100	....	....	5800	11350	1675	....	....	7500	....	....	....	1,816	50	32
17850	7360	5285	401100	29675	66495	274610	11740	6985	125	147700	2120	280	19673	....	....	
1785	736	264	16044	2967	398970	16476	1174	20955	250	1477	636	420	9836	116,903	80	

*Between Nos. 14 and 20, add 11 belugas and 15 seal skins valued at $62.75.

RETURN of Number of Fishermen, Number and Value of Boats, Nets, &c., and
Province of Quebec,

Number.	Fishing Districts.	Fishing Material.								
		Boats.			Gill-nets.			Seines.		
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.
	North Shore St. Lawrence.		$				$			$
1	Ottawa river and tributaries, including Ottawa and Pontiac counties	76	680	80	90	1800	450	......	....	......
2	Lake Two Mountains	105	1050	100	65	650	115	2	80	50
3	Jacques Cartier and Hochelaga	55	550	70	....	......	......	......	....	......
4	Terrebonne and L'Assomption	50	500	50	20	200	40	2	80	50
5	Berthier and vicinity	60	600	60	10	100	20	10	400	250
6	Maskinonge	50	500	50	25	250	50	......	......	......
7	St. Maurice, Champlain and Portneuf	75	525	75	10	500	20	4	160	100
	South Shore St. Lawrence.									
8	Lotbinière and Nicolet	75	400	80	50	500	100	10	400	250
9	Yamaska county and river	65	650	70	......	.....	...	10	180	130
10	Richelieu county	45	350	50	....	......	......	4	180	100
11	Richelieu river, St. Denis to Lacolle	58	510	65	......	......	......	18	400	300
12	Vercheres county	20	140	22	......	......	......	4	160	100
13	Chambly county	20	180	23	......	......	......	7	280	170
14	Laprairie county	25	250	25	......	......	......	4	160	100
15	Lake St. Louis and tributaries	75	600	80	......	......	......	7	280	200
16	Lake St. Francis and tributaries	52	450	55	......	......	......	......	......	....
17	Missisquoi bay	15	200	35	......	......	......	15	1200	960
18	Lakes and streams, Eastern Tps	......	....	......	Angling and trolling.				......	......
	Totals	921	8135	990	270	4000	795	97	3960	2760
	Values	......	......	......	......	......	......	......	......	......

all Kinds of Fish caught in the inland District from Quebec to Pontiac, in the for the Year 1905.

Kinds of Fish.													Value.		Number.
Shad, lb.	Whitefish, lb.	Trout, lb.	Bass, lb.	Pickerel, lb.	Pike, lb.	Maskinonge, lb.	Sturgeon, lb.	Eels, lb.	Perch, lb.	Bullheads, lb.	Catfish, lb.	Mixed and coarse fish, lb.	$	cts.	
......	8900	55300	12400	23700	57600	2400	27000	9100	8700	8100	7500	135600	20,449	00	1
.....	......	2000	3500	5000	5000	1100	2200	9200	10200	7300	5900	7100	3,359	00	2
1000	....	....	400	600	500	150	400	1500	1000	800	900	1200	467	00	3
3000	.. .	16000	1500	2000	2500	300	1000	3000	2000	2000	500	10000	3,040	00	4
200	300	15400	500	1700	3800	450	1100	1800	5500	6000	1500	19900	3,428	00	5
.....	....	500	500	1100	2400	150	900	6100	4200	3000	2600	16000	1,683	00	6
3400	2000	3200	1300	1800	4900	350	2100	3700	3200	2800	2500	10500	*5,372	00	7
8000	1000	....	1200	3200	6100	400	2000	18300	4400	2300	2600	66400	4,988	00	8
.....	400	......	700	4300	12200	420	1500	12100	1200	5300	800	64400	4,289	00	9
1200	300	.....	500	2000	3000	200	900	9000	3000	1100	1000	10000	1,651	00	10
......	....	.....	6100	4500	36100	.....	500	84300	52000	24300	. ..	191600	17,516	00	11
.... .	250	...	300	800	1500	150	800	2500	1200	600	300	20000	1,122	00	12
1100	700	.....	500	1000	1460	100	700	2100	900	500	1200	49700	2,134	00	13
900	.....	......	1000	500	500	150	300	600	1100	700	500	5300	562	00	14
......	.....	....	3100	1600	900	450	2700	6500	12800	4600	2300	20500	2,666	00	15
......	......	.	2000	1500	1200	400	6000	45000	1000	1000	1500	1200	3,691	00	16
......	3200	. . ..	.. ..	36800	3500	.....	......	.	40200	.....	......	27700	7,016	00	17
....	15600	26500	10700	15600	1300	100	. . .	500	12600	......	.....	17800	8,109	00	18
18800	32650	118900	46200	107700	144460	7270	50100	215300	165200	70400	31600	674900	....		
1128	3265	11890	4620	10770	7223	727	3006	12918	8260	3520	948	20247	91,542	00	

* In No. 7 add 100,000 lbs. tom-cod, $3,000 ; also 100 lbs. salmon (angling), $20.

STATEMENT.

NORTH SHORE of the St. Lawrence from Quebec to the Saguenay, including Lake St. John district, 1905.

Fishing Materials and Kinds of Fish.	Counties of Quebec and Montmorency, including Isle of Orleans.	Charlevoix and Isle aux Coudres.	Lake St. John and Tributaries.	Total Quantity.	Total Value.
Materials.					$ cts.
Boats .... No.	15	17	16	48	336 00
Weirs.................. ..... "	125	48	....	173	12,500 00
Gill-nets........ ....Fathoms.	400	360	2,100	2,860	572 00
Lines......... .... No.	50	40	30	120	92 00
Total value.....	....	....	....	....	13,500 00
Kinds of Fish.					
Salmon........ .... Lbs.	1,200	3.700	45,000	49.900	7,485 00
Herring ... . "	....	4,100	... .	4,100	41 00
Whitefish...................... "	2,100	... .	15.000	17,100	1,710 00
Trout ... . "	8,000	15.400	17,000	40,000	4,040 00
Ouananiche...................... "	....	.. . .	11,000	11,000	1,100 00
Pickerel .... "	900	....	55,000	55,900	5,590 00
Pike............ .... "	....	....	14,500	14,500	725 00
Eels .... "	269,600	58,300	. .. .	327,900	19,674 00
Perch .... "	300	....	1,400	1,700	85 00
Mixed fish.... .. .. "	28.700	155,700	68,200	252,600	2,526 00
Sardines .... Brls.	80	130	....	210	630 00
Beluga skins...... .... No.	....	... ...	45	45	180 00
Fish oil..... ....Galls.	....	....	2,900	2,900	870 00
Totals	326,800	263,200	227,100	817,100	....
Values ....$	17,998	7,581	19,077	....	44,656 00

RECAPITULATION

Showing the Yield and Value of the Fisheries of the Province of Quebec, (exclusive of the Gulf division), for the Year 1905.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Cod (green)	Lb.	401,100	0 04	16,044 00
Halibut	"	29,675	0 10	2,967 50
Salmon	"	94,120	....	16,329 00
Ouananiche	"	11,000	0 10	1,100 00
Trout	"	177,150	0 10	17,715 00
Whitefish	"	61,490	0 10	6,149 00
Herring, salted	Brls.	3,065	4 50	13,792 50
" fresh	Lb.	1,293,500	0 01	12,935 00
" smoked	"	115,500	0 02	2,310 00
Sardines	Brls.	7,195	3 00	21,585 00
Shad	Lb.	53,950	0 06	3,237 00
Eels	"	817,810	0 06	49,068 60
Maskinongé	"	7,270	0 10	727 00
Bass (sea)	"	7,360	0 10	736 00
" (Achigan)	"	46,200	0 10	4,620 00
Pickerel (Doré)	"	168,885	....	16,624 25
Pike	"	158,960	0 05	7,948 00
Perch	"	166,900	0 05	8,345 00
Sturgeon	"	116,595	0 06	6,995 70
Tom-cod	"	100,000	0 03	3,000 00
Bullheads, dressed	"	70,400	0 05	3,520 00
Catfish	"	31,600	0 03	948 00
Coarse fish	"	1,075,200	....	24,250 00
Clams	Brls.	125	2 00	250 00
Fish as bait	"	280	1 50	420 00
" as fertilizer	"	19,673	0 50	9,836 50
" oil	Galls.	5,020	0 30	1,506 00
Hair seal skins	No.	15	1 25	18 75
Belugas (white whales) skins	"	56	4 00	224 00
Total for 1903			....	253,201 80
" for 1904			....	193,437 80
Increase			....	59,774 00

Statement showing the Fishing Materials in the above districts (exclusive of the Gulf Division), 1905.

	Articles.	Value.
		$ cts.
1,424	fishing boats (1,877 men	14,873 00
14,610	fathoms gill-nets	6,032 00
4,055	" seines	2,885 00
451	weirs (brush or wire)	59,720 00
2	" (special eel)	60,000 00
3,011	hoop-nets	12,970 00
	fishing lines, night lines, &c	1,545 00
72	fish houses or ice houses	2,968 00
	Total	160,988 00

RECAPITULATION

Of the Fisheries product of the whole Province of Quebec for the year 1905.

Kinds of Fish.	Quantity.	Rate.	Value.	Total Value.
		$ cts.	$ cts.	$ cts.
Salmon, fresh .... Lb.	1,072,447	.... ..	211,994 40	
〃 salted .... Brls.	573	15 00	8,595 00	
				220,589 40
Ouananiche .... Lb.	11,000	0 10	....	1,100 00
Trout .... 〃	238,843	0 10	....	23,884 30
Whitefish .... 〃	61,490	0 10	....	6,149 00
Smelts .... 〃	231,950	0 05	....	11,597 50
Cod, dried .... Cwt.	160,594	4 50	722,673 00	
〃 green .... Lb.	401,100	0 04	16,044 00	
〃 tongues and sounds .... Brls.	153	10 00	1,530 00	
				740,247 00
Haddock, dried .... Cwt.	2,972	3 00	8,916 00	
〃 fresh .... Lb.	43,000	0 03	1,290 00	
				10,206 00
Hake .... Cwt.	275	2 25	....	618 75
Halibut .... Lb.	107,087	0 10	....	10,708 70
Tom-cod .... 〃	211,600	0 03	....	6,348 00
Herring, fresh .... 〃	1,446,500	0 01	14,465 00	
〃 smoked .... 〃	555,500	0 02	11,110 00	
〃 salted .... Brls.	31,148	4 50	140,166 00	
				165,741 00
Sardines .... 〃	7,260	3 00	....	21,780 00
Shad .... Lb.	53,950	0 06	....	3,237 00
Mackerel, fresh .... 〃	15,750	0 12	1,890 00	
〃 salted .... Brls.	5,072	15 00	76,080 00	
				77,970 00
Bass, (sea) .... Lb.	7,360	0 10	....	736 00
〃 (Achigan) .... 〃	46,200	0 10	....	4,620 00
Pickerel .... 〃	168,885	....	....	16,624 25
Perch .... 〃	166,900	0 05	....	8,345 00
Pike .... 〃	158,960	0 05	....	7,948 00
Maskinonge .... 〃	7,270	0 10	....	727 00
Eels .... 〃	817,810	0 06	49,068 60	
〃 .... Brls.	208	10 00	2,080 00	
				51,148 60
Sturgeon .... Lb.	116,595	0 06	....	6,995 70
Lobsters, preserved in cans .... 〃	1,148.412	0 25	287,103 00	
〃 fresh in shell .... 〃	183	5 00	915 00	
				288,018 00
Clams .... Brls.	125	2 00	....	250 00
Bullheads, dressed .... Lb.	70,400	0 05	....	3,520 00
Catfish .... 〃	31,600	0 03	....	948 00
Coarse and mixed fish .... 〃	1,075,200	....	....	24,250 00
Fish as bait .... Brls.	81,055	1 50	....	121,582 50
〃 as fertilizer .... 〃	112,812	0 50	....	56,406 00
〃 oil .... Galls.	325,247	30	....	97,574 10
Seal skins .... No.	10,434	1 25	....	13,042 50
Belugas, or white whale skins .... 〃	201	4 00	....	804 00
Total for 1905	....	....	....	2,003,716 30
〃 1904	....	....	....	1,751,396 90
Increase	....	....	....	252,319 40

RECAPITULATION.

Of the Capital invested in Vessels, Boats, Nets, &c., in the Fisheries of the whole Province of Quebec for 1905.

Articles.		Value.	Total.
		$	$ cts.
36	fishing vessels (1,434 tons)	31,560	
7,351	" boats	227,023	
			258,583 00
309,454	fathoms of gill-nets	165,739	
23,320	" seines	28,205	
190	trap-nets	80,650	
470	weirs	60,205	
2	special eel weirs	60,000	
3,011	hoop nets	12,970	
185	smelt-nets	8,115	
948	trawls	12,620	
30,271	hand lines	13,955	
....	fishing lines, night lines, &c.	1,545	
			444,004 00
92	lobster canneries	72,805	
94,645	" traps	67,565	
			140,370 00
159	freezers and ice houses	17,905	
1,112	fish and smoke houses	180,438	
190	private fishing piers or wharfs	67,775	
5	fishing tugs or smacks	29,800	
			295,918 00
	Total	....	1,138,875 00

STATEMENT of Persons engaged in the Quebec Fisheries, 1905.

Number of men in fishing vessels	187
" " " boats	13,186
" persons in lobster canneries	1,401
Total	14,774

APPENDIX No. 8.

PRINCE EDWARD ISLAND.

REPORT ON THE FISHERIES OF PRINCE EDWARD ISLAND FOR THE YEAR 1905, BY INSPECTOR J. A. MATHESON.

CHARLOTTETOWN, January 2, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour so submit my annual report on the Fisheries of the province of Prince Edward Island, together with tabulated statistics, showing the catch in detail in each county and locality.

I regret to report a decrease in the value of the total catch of $79,624 as shown below:

Total value for 1904	$1,078,546
Total value for 1905	998,921
Decrease	$ 79,624

LOBSTERS.

The catch of lobsters shows a shortage of about eleven per cent of last season, but fishermen received remunerative prices and made up for the shortage of catch. Considering the large number of factories in operation and traps used in this fishing the average for the last five years has been fairly maintained, as follows:

Year.	No. of Cans.
1901	2,223,712
1902	2,386,070
1903	2,039,603
1904	2,335,400
1905	2,182,624

OYSTERS.

This branch of our fisheries continued to be one of the most important industries and is prosecuted with a good deal of energy in our bays and rivers. The total catch is very little short of last year. The prices obtained by our fishermen were good, and as soon as the federal and provincial governments arrive at a settlement as to which shall lease the areas for cultivating purposes, I have every reason to believe that the oyster industry will be one of our largest and most profitable ones.

The following shows the quantity in barrels for last 10 years:

1896	30,214
1897	20,915
1898	26,484
1899	18,236
1900	17,825
1901	24,972
1902	20,334
1903	18,333
1904	18,006
1905	17,356

COD.

The season's catch has been a little in excess of last year, but this branch of our fisheries is not followed by any great numbers of our fishermen, as the uncertainty of good catches is so great that fishermen will not devote their time to it. Dogfish still visit our coast and are very destructive to fishing gear and tend much to shorten the catch. The cod drier erected in Souris has been a boon to the fishermen, especially late in the season, when the weather is unfavourable for outside drying.

HAKE.

You will notice a considerable increase in the catch of this fish, which was sold by fishermen at good paying prices.

MACKEREL.

The catch of mackerel this season was small, but the quality was good, and quantity was only a little short of last year, late in the season large shoals of small mackerel were taken off Rustico, which were disposed of at good prices.

HERRING.

I have to report a considerable shortage in the catch of herring, which are principally used for the purposes of bait.

The fall fish, which were of good quality, were much short of last season's catch.

The smokehouse in Georgetown was not operated this season.

SMELTS.

The catch of smelts this season is the largest for the past five seasons, a great many fishermen engage in this business and make it profitable during the winter months.

TROUT.

More trout have been taken than in former years. The catch is yearly increasing, although not shipped, is used for local consumption, and sportsmen are much interested. With the aid of the hatchery established at South Port last season to replenish our streams and rivers, a considerable increase of this fish in the near future is anticipated.

QUAHAUGS.

Large quantities, some thousands of barrels were taken and shipped, realizing good prices in the American market. I would advise some restrictions being put on this fishing, as under present regulations it is difficult to prevent fishermen from interfering with oyster beds when fishing them; the season might be made uniform with the oyster season.

Overseer Davison, Prince County, reports there is a decrease in almost all branches of the fishing except herring. It is the opinion of many of our fishermen that the decrease in oysters is largely owing to the destruction of the small oysters by the starfish, which has become very plentiful in our waters. He says:

I am of opinion that the decrease in mackerel and codfish is principally caused by the dogfish who destroy the gear and rob the bait from the hooks. The only reason I can give for the decrease in lobsters is that they are overfished. I would strongly recommend that some regulations be made regarding gill-net fishing for smelts, as they are becoming very generally in use.

The fishing of quahaugs is getting to be quite an industry, and their value is double that of previous years. They are mostly shipped to the United States. About 70 per cent of the lobsters are shipped to England, 25 per cent to the United States, 5 per cent to Canada. Cod are mostly all shipped to Halifax. Excepting about 10 per cent for home consumption, 90 per cent of the catch of smelts goes to the United States, 10 per cent to Canada. Mackerel all go to the United States.

Overseer McCormack, King's County, reports the lobster season opened later than usual on account of the scarcity of bait. First lobsters packed May 1st, with good fishing during May. About the 10th of June a shoal of small cod struck inshore and drove the lobster into deep water for about two weeks, from that till the close of the season they had about the usual fishing. On the whole there was a fair pack in this county, although near 2,000 cases short of 1904, which was a banner year.

Cod struck in about the 25th May and good catches of large fish were taken, for about two weeks, when they slacked off and were very scarce during the rest of the season, until November, when there was good fishing until the end of December, which brought the yield up to 1,000 quintals above last year.

Hake fishing was about the same as last season, but no doubt would have been much better had it not been for the dogfish which destroyed the trawls as fast as they were put out.

I am, sir,
Your obedient servant,

J. A. MATHESON,
Inspector of Fisheries

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity and Value of all Fish in the County of **King's**, Province of **Prince Edward Island,** for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.						Lobster Plant.		Kinds of Fish.						Number.
		Vessels.				Boats.			Gill-nets.			Trawls.		Hand Lines.	Canneries.								
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	
	King's Co.			$			$				$		$			$							
1	Souris and Red Point	2	36	1400	8	60	1400	84	300	5000	3000	25	250	100	4	2000	....	400	20000	500	75	56928	1
2	Bay Fortune	..	....	....	...	15	300	44	60	1200	600	4	40	50	3	2000	500	150	10000	..	....	50784	2
3	Annandale	..	....	.....	....	75	1500	75	300	6000	2400	12	120	100	5	4100	.....	150	20000	500	...	123792	3
4	Georgetown	3	82	2000	15	95	2700	130	500	9000	5000	20	200	200	5	5000	500	100	200000	600	10	116592	4
5	Murray Harbour, North	..	.	....	....	65	2000	75	300	6000	3000	5	50	100	12	4900	......	50	40000	....	....	164928	5
6	" " South	9	186	4500	46	48	1000	91	200	4000	2000	50	500	200	5	3400	......	400	100000	....	...	66288	6
7	Morell and St. Peters	1	15	600	5	60	1200	90	150	3000	1500	10	150	100	8	8000	18000	100	12000	1000	225	142176	7
8	Naufrange	..	....	....	....	40	800	100	100	2000	1000	4	40	150	5	4600	..	50	10000	500	6	75360	8
9	North Lake	..	....	....	....	50	750	50	100	2000	1000	6	60	60	4	3000	.....	150	10000	1000	36	96864	9
10	East Lake	.	....	.. .	....	64	600	70	120	2400	1200	30	300	140	1	1000	.....	50	30000	500	15	37536	10
	Totals	15	319	....	74	572	.....	809	2130	40600	...	166	....	1200	52	...	19000	1600	452000	4600	367	931248	
	Values	..	....	8500	....	...	12250	....	...	......	20700	...	1710	.....	..	38000	3800	7200	4520	552	5505	232812	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **King's**, Province of **Prince Edward Island**, for the Year 1905.

Number.	DISTRICTS.	Cod, dried, cwt.	Cod Tongues and Sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake Sounds, lb.	Trout, lb.	Smelts, lb.	Alewives or gaspereau, brls.	Eels, brls.	Capelin, brls.	Clams, brls.	Clams, cases.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	TOTAL VALUE OF ALL FISH.	Number.
		KINDS OF FISH.																			
	King's Co.																			$ cts.	
1	Souris and Red Point	1900	5	1000	70	2000	4000	1500	2000	....	50	150	15	....	1000	50	75	400	1500	36,842 00	1
2	Bay Fortune	200	....	....	....	40	80	2000	20000	...	10	...	5	....	1000	.. .	10	150	400	16,616 00	2
3	Annandale	240	4	1000	....	20	40	400	10000	....	20	....	10	...	1500	5	25	100	1000	35,523 00	3
4	Georgetown	560	10	1500	....	75	150	1000	30000	40	60	....	15	80	1400	10	30	200	1400	39,950 75	4
5	Murray Harbour, North	300	....	....	....	80	160	500	20000	...	10	...	10	200	....	....	....	200	2000	48,717 00	5
6	" " South	975	10	800	.. .	1500	3000	1000	10000	...	5	....	20	180	. ..	...	40	1500	1000	32,418 50	6
7	Morell and St. Peters	700	5	1000	40	300	600	2000	25000	75	40	50	....	..	....	20	15	750	1400	52,294 00	7
8	Naufrange	250	....	.	...	.....	....	500	2000	...	4	....	....	....	....	...	...	100	1250	22,535 00	8
9	North Lake	350	....	....	....	....	....	1500	10000	20	....	....	....	....	....	15	....	300	600	29,006 00	9
10	East Lake	320	4	..	....	200	400	500	5000	....	40	20	. ..	....	....	10	...	250	400	13,809 00	10
	Totals	5795	38	5300	110	4215	8430	10000	134000	135	239	220	75	460	4900	110	195	3950	10950	....	
	Values	26077	380	159	330	9484	4215	1090	6700	540	2390	770	300	2300	147	440	390	1185	16425	327,711 25	

RETURN showing the Number of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of Queen's, Province of Prince Edward Island, for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.										Kinds of Fish.						Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.										
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Lobster canneries, No.	Value.	Herring, salted, brls.	Herring fresh, lb.	Herring, smoked, lb.	Mackerel fresh, lb.	Mackerel salted, brls.	Lobster, preserved in cans, lb.	
	Queen's Co.			$			$				$			$		$		$							
1	Tracadie	....	....	....	....	150	4500	228	300	3000	3000	3	400	1000	45	450	4	5000	1200	4000	......	25000	450	122448	1
2	New London	4	72	2000	16	50	2500	100	225	4500	2250	4	600	600	20	175	7	2900	400	2500	1500	20000	450	61776	2
3	Point Prim	....	....	....	....	90	1800	155	6	....	150	...	....	....	....	....	22	4185	130	...	...	.....	....	101760	3
4	Rustico	1	10	300	5	115	2500	280	100	3000	700	4	1000	200	60	240	5	4850	4000	20000	...	20000	500	109056	4
5	Wheatley river	....	....	....	....	3	150	9	20	100	75	....	....	....	....	....	...	...	....	....	....	.....	....	.....	5
6	Pownall	....	....	....	....	34	300	60	..	.....	....	..	....	....	....	....	2	1650	....	.....	....	.....	.....	23836	6
7	Charlottetown	....	....	....	....	35	600	65	....	....	....	....	....	....	....	....	....	....	....	100000	....	.....	.....	.....	7
8	Crapaud	....	....	....	....	30	800	60	15	125	100	....	....	....	....	....	8	3300	100	....	....	.....	.....	40464	8
9	Lot 65	....	....	....	....	90	1500	150	40	800	200	....	....	....	....	....	7	7005	...	80000	....	....	.....	49392	9
10	Bays and rivers	....	....	....	....	40	400	80	....	....	....	....	....	....	....	....	....	...	....	20000	....	.....	.....	......	10
	Totals	5	82	....	21	637	......	1187	706	11525	....	11	2000	....	125	....	55	......	5830	226500	1500	65000	1400	508752	
	Values	..	....	2300	....	....	1505	....	....	....	6475	....	....	1800	....	865	....	28890	26235	2265	30	7800	21000	127188	

Return showing the Kinds and Quantities of Fish and Fish Products in the County of **Queen's**, Province of **Prince Edward Island**, for the Year 1905.

Number.	Districts.	Kinds of Fish.																		Total Value of all Fish.	Number.
		Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Quahaugs, brls.		
	Queen's Co.																			$ cts.	
1	Tracadie........	100	1450	35	8500	45	....	1000	100000	200	150	2560	100	2000	50	1200	1500	20	500	78,157 00	1
2	New London........	....	550	10	1500	100	50	1000	20000	50	50	100	....	....	10	300	1000	90	....	33,481 50	2
3	Point Prim	....	70	....	..	...	....	600	15000	....	90	500	10	....	...	......	900	400	1000	34,340 00	3
4	Rustico........	75	3500	140	......	100	......	1500	35000	....	250	......	25	..	50	175	650	210	.....	79,176 50	4
5	Wheatley river........	....	1000	10	....	....	....	1000	12000	....	....	....	...	....	....	...	......	......	....	5,300 00	5
6	Pownall........	....	...	....	....	....	......	......	6000	....	..	200	....	....	....	......	......	......	500	9,414 00	6
7	Charlottetown........	100	.....	....		....	......	......	35000	....	....	......	...	....	....	......	500	400	.....	4,650 00	7
8	Crapaud	...	......	....	.....	....	......	......	25000	....	25	.....	10	....	....	....	600	300	.....	13,706 00	8
9	Lot 65........	25	1200	...	.....	....	....	...	58000	....	....	1100	...	....	....	..	800	400	3000	35,423 00	9
10	Bays and rivers........	....	....	...	......	....	......	5000	50000	300	150	100	...	....	....	....	900	450	1000	8,400 00	10
	Totals........	300	7770	195	10000	245	50	10100	336000	550	715	4560	145	2000	110	1675	6850	2270	6000	....	
	Values........	2100	34965	1950	300	735	112	1010	18300	2200	7150	22800	580	60	220	502	10275	2270	12000	302,048 00	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the County of **Prince**, Province of **Prince Edward Island,** for the Year 1905.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.					LOBSTER PLANT.		KINDS OF FISH.						Number.
		Vessels.				Boats.			Gill-nets.			Trawls.		Canneries.								
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	
				$			$				$		$		$							
1	Tignish	...	...	...	...	90	2250	190	68	1360	272	6	60	10	3500	1000	...	...	80	114800	...	1
2	Alberton	1	60	1500	10	24	2375	29	95	1330	190	7	245	9	4625	255	...	...	251	42620	...	2
3	Lot 11	...	...	...	...	17	440	21	59	735	125	...	...	3	1400	40	...	...	...	25920	...	3
4	Narrows	...	...	...	...	20	1500	75	100	2000	400	2	50	6	1500	50	...	...	50	24000	...	4
5	Grand River	...	...	...	...	24	600	28	576	5003	150	...	...	5	300	100	...	...	...	40944	...	5
6	Richmond Bay	...	...	...	...	75	1400	150	147	2205	294	...	...	...	...	20	...	...	75	...	...	6
7	Summerside	...	...	...	...	25	500	40	10	200	19	...	...	...	...	40	...	...	...	...	50	7
8	Travellers Rest	...	...	...	...	66	1650	120	136	1904	272	...	...	...	...	20	1000	...	...	...	...	8
9	Carleton	...	...	...	...	15	460	28	23	115	60	...	...	5	260	...	...	...	...	21984	...	9
10	Tryon	...	...	...	...	32	9725	49	84	1505	131	...	...	9	2550	...	...	...	...	74832	...	10
11	Malpeque	1	17	500	4	55	1855	104	475	9000	1750	...	...	3	300	397	1000	...	60	18240	...	11
12	Egmont Bay	...	...	...	...	88	3755	182	208	3486	847	...	...	17	4710	200	...	...	...	176612	...	12
13	West Point	...	...	...	...	9	400	18	25	1120	143	...	...	4	1300	60	...	...	...	19248	...	13
14	Miminigash	1	12	250	4	27	1515	59	130	2614	818	29	305	5	2150	500	3000	...	75	35080	...	14
15	Nail Pond	...	...	...	...	36	1490	70	43	868	410	15	382	4	7200	315	...	17100	35	41744	...	15
16	Skinners Pond	...	...	...	...	49	1790	68	50	1040	378	11	275	4	4300	600	...	4000	4	68680	...	16
17	Brae	...	...	...	...	5	150	10	100	2000	100	...	...	2	500	100	10000	...	...	11520	...	17
18	Bideford	...	...	...	...	22	400	28	75	1300	300	...	...	1	50	...	...	...	...	2400	...	18
19	Rivers Lot 5 & 6	...	...	...	...	26	386	33	48	690	114	...	...	...	...	868	...	...	...	...	...	19
20	Wellington	...	...	...	...	26	260	26	50	1000	200	...	...	2	700	50	500	...	...	24000	...	20
	Totals	3	89	.	18	731	....	1328	2502	39475	....	70	......	89	....	4615	15500	21100	630	742624	50	
	Values $	..	...	2250	....	....	32901	....	......	.....	6973	...	1317	....	35345	20767	155	2532	9450	185656	350	

RETURN showing the Kinds and Value of Fish &c., in the County of **Prince**, Province of **Prince Edward Island**, for the Year 1905—*Continued.*

Number.	DISTRICTS.	KINDS OF FISH.														FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.
		Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake Sounds, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, lb.	Eels, brls.	Oysters, brls.	Clams, brls.	Tom-cod or frost fish, lb.	Squid. brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	$ c s.	
1	Tignish	1800		80	1050	3000		2250								2000	5000	200	55,015 00	1
2	Alberton	922			500	1000		36000								950	587		24,307 00	2
3	Lot 11	49						19300									600		8,745 50	3
4	Narrows	150	5000		20			40000			900	500					1000		16,845 00	4
5	Grand River	20						16000			2000						525		22,363 50	5
6	Richmond Bay	15			10			3675			2500						200		14,288 75	6
7	Summerside							35000			400						100		4,430 00	7
8	Travellers Rest	15						10000		15	2000	200					80	300	11,637 50	8
9	Carleton							10000			200						400		7,596 00	9
10	Tryon							4095									1270		20,817 75	10
11	Malpeque	201			223	500		26000		25	2600	25					350		24,037 75	11
12	Egmont Bay																4580		51,923 00	12
13	West Point	25								10							1240		7,154 50	13
14	Miminigash	480			424	1550		8000							39	540	1000		18,204 00	14
15	Nail Pond	511		261	230	1050										590	1382	200	21,005 50	15
16	Skinners Pond	500			285	570										190	900		24,993 25	16
17	Brae							14000		5	100	1200					900		8,430 00	17
18	Bideford							9000			1000	100					50		6,325 00	18
19	Rivers Lot 5 & 6	91						48300		13	396								8,840 50	19
20	Wellington	20					400	2000	50	50	1000	10	100	5					12,203 00	20
	Totals	4799	5000	341	2742	7670	400	283620	50	118	13096	2035	100	5	39	4270	20164	700		
	Values $	21595	150	1023	6169	3835	40	14181	200	1180	65480	4070	3	20	78	1281	30246	700	369,162 50	

RECAPITULATION by Counties showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., in the Province of **Prince Edward Island** for the Year 1905.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.														Number.
		Vessels.				Boats.			Gill Nets.			Seines.			Trap-nets.		Trawls.		Smelt-nets.		Hand Lines.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	County.			$			$				$			$		$		$		$		$	
1	King's	15	319	8500	74	572	12250	809	2130	40600	20700	...	.....	......	2	450	166	710	97	1280	1200	2270	1
2	Queen's	5	82	2300	21	637	1505	1187	706	11525	6475	11	2000	1800	60	3000	125	865	184	3805	908	344	2
3	Prince	3	89	2250	18	731	32901	1328	2502	39475	6973	2	300	1000	1	1000	70	1317	119	2578	191	133	3
	Totals	23	490	13050	113	1940	46656	3324	5338	91600	34148	13	2300	2800	63	4450	361	2892	400	7663	2299	2747	

Number.	DISTRICTS.	LOBSTER PLANT.					OTHER FIXTURES USED IN FISHERIES.								WHOLE FISHING GEAR.	Number.
		Canneries.		Traps.		Persons employed in Canneries.	Freezers and Ice Houses.		Smoke and Fish Houses.		Piers and Wharfs.		Tugs, Steamers and Smacks.			
		Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Value.	
	County.		$		$			$		$		$		$	$	
1	King's	52	38000	111050	80750	767	1	2000	127	1410	14	1500	18	3500	186,820	1
2	Queen's	55	28890	78880	44155	523	3	600	22	2500	24	1950	.....	....	98,189	2
3	Prince	89	35345	94030	56105	793	4	1950	10	190	6	4700	.....	....	146,442	3
	Totals	196	102235	283960	181010	2083	8	4550	159	4100	44	8150	18	3500	....	

RECAPITULATION by Counties showing the Kinds and Quantities of Fish and Fish Products in the Province of Prince Edward Island, for the Year 1905.

Number.	DISTRICTS.	KINDS OF FISH AND FISH PRODUCTS.															Number.
		Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, Tongues and Sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake Sounds, lb.	Trout, lb.	
	County.																
1	King's	19000	1600	452000	....	4600	367	931248	.....	5795	38	5300	110	4215	8430	10900	1
2	Prince	......	4615	15500	.....	21100	630	742624	50	4799	.....	5000	341	2742	7670	400	2
3	Queen's	....	5830	226500	1500	65000	1400	508752	300	7770	195	10000	245	50	....	10100	3
	Totals	19000	12045	694000	1500	90700	2397	2182624	350	18364	233	20300	696	7007	16100	21400	

Number.	DISTRICTS.	KINDS OF FISH AND FISH PRODUCTS.														TOTAL VALUE OF ALL FISH.	Number.
		Smelts, lb.	Alewives or Gaspereau, brls.	Clams, cases.	Eels, brls.	Capelin, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom-cod or Frost Fish, lb.	Squid, brls.	Coarse and Mixed Fish, brls.	Fish Oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Quahaugs.		
	County.																$ cts.	
1	King's	134000	135	460	239	220	....	75	......	4900	110	195	3950	10950	.....	....	327,711 25	1
2	Prince	283620	50	......	118	......	13095	.. ..	......	100	5	39	4270	20164	700	2035	369,162 50	2
3	Queen's	366000	550	......	715	....	4560	145	2000	......	......	110	1675	6850	2270	6000	302,048 00	3
	Totals	783620	735	460	1072	220	17656	220	2000	5000	115	344	9895	37964	2970	8035	998,921 75	

RECAPITULATION

Showing Yield and Value of the different Fisheries of the Province of **Prince Edward Island** during the Year 1905.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Salmon, fresh..	Lb.	19,000	0 20	3,800 00
Herring, salted..	Brls.	12,045	4 50	54,202 50
" fresh.	Lb.	694,000	0 01	6,940 00
" smoked..	"	1,500	0 02	30 00
Mackerel, fresh	"	90,700	0 12	10,884 00
" salted.	Brls.	2,397	15 00	35,955 00
Lobsters, cans.	Lb.	2,182,624	0 25	545,656 00
" fresh in shell.	Cwt.	350	7 00	2,450 00
Dried cod.	"	18,346	4 50	82,638 00
Tongues and sounds	Brls.	233	10 00	2,330 00
Haddock, fresh.	Lb.	20,300	0 03	609 00
Haddock, dried	Cwt.	696	3 00	2,088 00
Hake, dried.	"	7,007	2 25	15,765 75
Hake sounds.	Lb.	16,100	0 50	8,050 00
Trout	"	21,400	0 10	2,140 00
Smelts	"	783,620	0 05	39,181 00
Alewives or gaspereaux..	Brls.	735	4 00	2,940 00
Eels	"	1,075	10 00	10,720 00
Caplin	"	220	3 50	770 00
Oysters	"	17,656	5 00	88,280 00
Clams	"	220	4 00	880 00
Clams, in cases	Cases	460	5 00	2,300 00
Quahaugs	Brls.	8,035	2 00	16,070 00
Flounders.	Lb.	2,000	0 03	60 00
Tom-cods	"	5,000	0 03	150 00
Squid.	Brls.	115	4 00	460 00
Coarse and mixed fish.	"	344	2 00	688 00
Fish oil	Galls.	9,895	0 30	2,968 50
Fish as bait.	Brls.	37,964	1 50	56,946 00
Fish as manure..	"	2,970	1 00	2,970 00
Total, 1905.				998,921 75
" 1904.				1,078,546 50
Decrease				79,624 85

RECAPITULATION

SHOWING the Number and Value of Vessels, Boats, Nets, Lobster Canneries, Traps, &c., used in the fisheries of the Province of **Prince Edward Island** for the season of 1905.

Articles.	Value.	Total.
	$ cts.	$ cts.
23 fishing vessels (490 tons)	13,050	
1,940 fishing boats	46,656	
5,338 gill nets (91.600 fathoms)	34,148	
13 seines (2,300 fathoms)	2,800	
63 trap nets	4,450	
361 trawls	2,892	
400 smelt nets	7,663	
2,299 hand lines	2,747	
		114,406
196 lobster canneries	102,235	
283,960 lobster traps	181,010	
		283,245
8 freezers and ice houses	4,550	
159 smoke and fish houses	4,100	
44 piers and wharfs	8,150	
18 steamers and smacks	3,500	
		20,300
Total		417,951

Number of persons employed in the fisheries of Prince Edward Island :—

Men in fishing vessels	113
Men in fishing boats	3,324
Persons in lobster canneries	2,083
Total	5,520

APPENDIX No. 9.

NEW BRUNSWICK.

District No. 1, comprising the counties of Charlotte and St. John. *Inspector J. H. Pratt, St. Andrews.*

District No. 2, comprising the counties of Albert, Westmorland, Kent, Northumberland, Gloucester and Restigouche. *Inspector R. A. Chapman, Moncton,*

District No. 3, comprising the counties of King's, Queen's, Sunbury, York, Carleton and Victoria. *Inspector H. E. Harrison, Fredericton.*

DISTRICT No. 1.

REPORT ON THE FISHERIES OF DISTRICT NO. 1, NEW BRUNSWICK, FOR THE YEAR 1905.

St. John, N.B., January 30, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit herewith my annual report on the fisheries of District No. 1, New Brunswick, for the closing year of 1905, together with the statistics of the several sub-districts and a synopsis of the reports of their officers.

A very gratifying increase of $67,011, in the value of the catch for the year can be noticed over that of 1904, due almost entirely to an increased herring catch in the county of Charlotte. Only an average catch of herring was made in St. John county, where the price ruled low, owing to an extra good catch in Charlotte county. The prices for cod and pollock kept high during the season, in fact prices for all kinds of fish showed an upward tendency, and now at the end of the year the price for all line fish is higher than it has been for many years.

The statements for the past year's catch collected very carefully place the value at the high figure of $1,582,402, which is $297,000 in excess of 1901, which was a very prosperous season in this district.

The value of the material that the fishermen used in the pursuit of their calling, by a careful estimate is estimated at $865,371, being an increase of $29,710 over that of 1904, showing that more strenuous efforts are being put forward by our fishermen in order to win a better reward as the results of their labours in the waters of the Bay of Fundy.

With a view of a clearer appreciation of this year's increase in the value of our fisheries, I will quote the value of the catches for the past five years:

1901	$ 1,285,073
1902	1,064,126
1903	1,067,826
1904	1,515,391
1905	1,582,402

Considerable fishing by the use of dynamite charges being exploded among the schools of pollock that frequented Quoddy river and among the islands, was carried on during the summer season, more especially during our absence cruising on the Nova Scotia coast, but as the fishermen who used this deadly explosive were residents of the state of Maine, detection and capture were very difficult. However, by anchoring off Eastport for a week and assisting the United States officers, several offenders were arrested and heavy fines were imposed by the Eastport magistrate. When it is well known that fully two-thirds of all fish killed by dynamite sink to the bottom and are lost, a faint idea may be formed of the immense destruction caused by the use of this explosive. Although all fishermen are against the use of dynamite on the fishing grounds it is surprising how reticent they all are in giving information to a fishery officer with a view to prevent this most destructive practice.

The replacing of the row and sail boats by those propelled by gasoline engines, is one of the changes now in progress among our fishermen. Almost every one of them desires to possess a motor boat, and as the numerous agents in their anxiety to procure new customers for their firms make the terms of payment quite easy, all obstacles are thereby removed and the fisherman is relieved from the laborious parts of his hazardous occupation. Therefore he is in better physical condition to attend vigorously to his fishing operations when he arrives on the grounds, and thus it will be the means to a large extent of increasing his catch.

DOGFISH.

The dogfish pest is still occupying public attention all along the coasts of the maritime provinces owing to the immense destruction of fishing gear by them, and the consequent loss of time from fishing while those voracious schools of fish frequent our coasts. The establishment of reduction works will no doubt have considerable effect in lessening the numbers of this pest, but as yet none of those factories have been established in the Bay of Fundy. It is admitted that when the dogfish are on the coast, the schools of herring being preyed on by them results in their being driven off shore, thus causing the scarcity so often complained of by fishermen.

Should the proposed canning of dogfish as an article for human consumption become a success, their canning will form quite an important industry in this district, and as they are reported by epicures as being a palatable fish, there is no doubt a market will be discovered for them.

HERRING.

A satisfactory increase will be noticed in the value of pickled herring, while an increase of $32,552 is the result of the catch of herring suitable for canning purposes. Those fishermen who are in the habit of netting herring on the 'Ripplings' off Grand Manan were pleasantly surprised at finding better fishing than has been found there for the past twenty years, thus proving that the theories of the utter ruin of the 'Ripplings' as a permanent fishing grounds for herring were without any foundation.

The sardine canning factories on the Canadian side, owing to an abundance of suitable herring, packed 694,200 cans more than in 1904, having a value of over $32,000. As the capture of the herring schools forms the principal occupation of the fishermen in my district, it is a matter of great pleasure to be in a position to report to your department that the season's operations have been so satisfactory to all concerned.

Owing to this large increase in the catch of sardine herring, the numerous sardine canners in the state of Maine increased their output very materially over preceding seasons, and as there has been a considerable amount of carelessness exercised by the canners in their methods this season, it is predicted that there will be a considerable drop in the prices of those sardines not sold during the present winter and next spring, an over-supply of cheap sardine herring invariably results in their being carelessly packed at the factories, and as a natural consequence, a decrease in the price of the goods.

The rapid settlement of Western Canada by European emigration will ultimately lead to the packing of those fish on the Canadian side as this class of emigrants in the Western States are the principal consumers of the state of Maine pack.

SALMON.

The fishermen report a very successful season in this fishery, and the figures show an increase of 36,810 lb., having a value of $7,362. During the first part of the salmon season the fish were very scarce, and those who were interested in this fishery, became downcast and disheartened, but soon the schools began to work in shore, and night after night the fishermen were delighted at the large number of this valuable fish that were becoming meshed in their nets.

This fishery has every appearance of a satisfactory annual increase, and its great value warrants every means being adopted in order to encourage and make permanent this increase. A couple of rivers require fishways inserted in their dams, and when they are completed I am certain the fishermen will notice an increase in the salmon schools frequenting our shores each season. During the salmon fishing the weather fortunately was fine, which fact increased the catch materially. A number of the boats each stocked from $600 to $700 worth, and one boat lacked only a few dollars from stocking $1,000 for her season's catch of six weeks duration.

LOBSTERS.

Although it is commonly supposed that this valuable fishery is gradually becoming extinct, the satisfactory returns for the past season show the reverse. Of course many contend, and quite truthfully too, that to secure this increased catch more fishermen and more gear were employed in this fishery. However, the next few years will determine this interesting problem, and as the value of lobsters is higher each year, it is to be sincerely hoped that the fishery will show an increase.

2,988 cwt. is the amount of the past season's increase, having a value of $29,880. On account of the financial returns therefrom, many fishermen are still sorely tempted to fish for lobsters illegally, but I am pleased to say their numbers are continually lessening, on account of the greater vigilance of the fishery officers.

On account of the law in the adjoining state of Maine allowing lobster fishing to be carried on during the whole year, cur fishermen are tempted to engage in the illegal lobster fishing. Several of those persons were captured and fined last year, thus giving a check which will no doubt result in much benefit to this fishery.

Lobster fishing was dull during the winter months, the extremely cold weather probably driving them off shore, but in the month of May they began to come inshore again and good catches were the result. Some good returns in this fishery were made by some of the boats, especially between St. John and Point Lepreaux, one man, for instance, alone in a boat, caught $170 worth during the month of May. April and June also yielded good returns of catches in St. John county.

POLLOCK.

Nearly 23,000 of this fish were taken, principally in the waters of Quoddy river, although the Grand Manan pollock catch was well up to the average. The prices received by the fishermen were higher than they have ever received before.

The pollock made their first appearance for the year off Grand Manan in the latter part of April and the latter part of May they put in an appearance in Quoddy river, and good fishing resulted during the summer months. A number of weirs at the island of Campobello succeeded in capturing hundreds of quintals of pollock, the stock of one weir especially being placed at over 1,000 quintals.

Some attempts to capture pollock by the use of dynamite were made in the vicinity of the islands in Quoddy river, but through fear of detection and arrest very little dynamite was used by the lawless element in Canadian waters.

COD AND HADDOCK.

A slight decrease will be noticed in the catch of cod, but the very high prices prevailing during the whole year amply compensated the fishermen for the decrease of 2,000 quintals in the catch. Haddock were quite scarce all the season, and although extremely good prices were paid the fishermen for their catch, the returns will show a decrease in value of nearly $15,000, the total value of the catch being $40,080.

COCKLES.

More of our fishermen are engaging in this remunerative fishery, and all the catch is exported fresh to Boston where it is eagerly sought after by fishermen on the George's Banks. It is reported on good authority that a cockle is the only kind of bait that a dogfish will not eat, while he will ravenously devour all other kinds of bait.

High prices are paid the fishermen for all the cockles they can procure, and $1,800 was the result of their very short season's work. This fishing is only carried on in the vicinity of St. Andrews, but there is no question, that it will soon extend to other parts of the Canadian coast.

SYNOPSES OF FISHERY OFFICERS' REPORTS.

Overseer Frazer, of Grand Manan, states that an increase of $50,000 will be noticed this year over that of 1904. This increase will be found in the herring fishery, large quantities of them being kippered, canned, and smoked. An increase will also be noticed in the lobster fishery, good prices being received for them. A small decrease will be seen in the catch of cod, haddock, and pollock, with the prices of all kinds of fish ruling high. About 90 per cent of our fisheries both fresh and manufactured, go to foreign markets, most of them to the United States. The close seasons were quite well observed, and the patrol boat assisted very materially in carrying out all the regulations.

A number of the prominent fishermen are going into the business of putting up boneless herring, an industry that can be profitably carried on here on account of the abundance of material being right at hand. Herrings fit for the bloater trade have been very scarce and a large grade of medium herrings have been taking their place, and they find a ready sale at remunerative prices.

Overseer Savage, of Campobello, reports that herring of all sizes were more plentiful than last year, but as the demand was limited the prices were forced down to a low figure. Our fishermen neglected the sardine fishing owing to the low prices, and turned their attention to line fishing. The returns will show that the quantities of sardines taken in this district was very small. There was a large increase in the catch of lobsters, owing not only to better fishing, but also to the change in the size limit which allows the fishermen to take nine inch lobsters. As nearly double the number of traps were fished than last year, this may have something to do with the increased catch. Prices were high for shipping in the shell, and also in the canneries.

All kinds of fish were plentiful and prices were higher than ever before received, with the exception of sardine herring. Owing to the large catches of pollock being made in a number of weirs, the total catch of that fish exceeds that of 1904, with the prices exceedingly high.

Overseer Billings, of the St. Andrews division, reports a large increase in the catch of sardine herring but less money received on account of the low prices prevailing throughout the year. During several months, while the fish were very plentiful, the owners of the weirs received but $1.50 per hogshead. The few weirs that had contracts with the Eastport factory owners, received the contract price of $4 per hogshead.

There was an increase in the take of clams but the prices remained the same as last season. Owing to the regulations regarding clams being strictly enforced the beds are remaining in very good condition, and no doubt will yield a permanent supply.

Some attempts were made at illegal lobster fishing but several of the offenders having being promptly arrested and fined, the others ceased operations suddenly.

I am, sir,
Your obedient servant,

JOHN H. PRATT,
Inspector of Fisheries.

DISTRICT No. 2.

COMPRISING THE COUNTIES OF ALBERT, WESTMORLAND, KENT, NORTHUMBERLAND, GLOUCESTER AND RESTIGOUCHE.

MONCTON, March 3, 1906.

The Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my report of the fisheries in District No 2 of the province of New Brunswick, consisting of the counties of Restigouche, Gloucester, Northumberland, Kent, Westmorland and Albert, together with the parish of Stanley in the County of York, and the parish of Aberdeen in the county of Carleton, for the year 1905, with tabulated statements, giving the products and values by districts and counties, together with an estimate of the capital employed in the prosecution of these fisheries.

These returns show an increase in the aggregate values over those of previous years.

I will now briefly refer to the principal kinds of fish caught.

SALMON.

The catch was very much larger than in 1904, and not only our rivers and streams, but the waters of our coasts were teeming with them after the fishing season closed, which ensures good fishing in future.

SHAD.

Less taken than ever, these fish are getting scarcer and dearer every season. Years ago they were sold at from three to four cents each, now they bring from 20 to 25 cents; then a boat in a few hours would net four or five hundred fish, as many as are now caught in a month. Nothing will restore this valuable fishery but a close time during the spawning season, say until the 20th June.

HERRING.

The spring run on every part of our coast was simply immense, and increased quantities were taken for every purpose for which they are used, the catch later on the Caraquet and Miscou banks, was hardly up to average, these latter are good fish and with more care in curing would bring good prices.

MACKEREL.

About the same as in 1904

COD.

I have to report a falling off in this fishery from previous years of about fourteen thousand cwts. of dry fish, caused principally by the want of bait early in the season, and the dogfish nuisance later. Prices were very high, which helped the fishermen out somewhat. Provision should be made to ensure a supply of bait at all times.

SMELTS.

Though the catch for the months of January and February, 1905, was rather below the average, the weather was very cold and the fish were got to market in perfect condition, bringing extra prices, which made up fully for the slightly smaller quantities, but owing to the weather being so mild and changeable during the past winter, they reached market in poor condition, prices ran down, consequently considerable quantities are still held by shippers, and it is indeed fortunate that no extension was granted in February.

LOBSTERS.

In the aggregate, about three thousand cases (140,000 cans) more were packed than in previous year ; the gain was principally on the coast between Chockpish and Miscou ; at Caraquet and some other places on the Baie des Chaleurs the catch was small ,entailing some loss to the canners.

OYSTERS.

I find the quantity raked was not quite up to that of previous season, but prices were very high. Owing to good employment elsewhere, not quite so much attention is given to this fishery at Bay du Vin and other points on the Miramichi river, as formerly, and at Buctouche, Cocagne, &c., hard shell clams (Quahaugs) are of much more importance than oysters.

CLAMS.

Immense quantities, especially of quahaugs, have been raked again this year, while reserving the oyster areas in the several harbours during spawning time is doing much good, by enabling the clams on such areas to spawn, which spawn is carried by the currents and winds to all parts of such bays and harbours. Some regulations governing this fishery should be made giving space between teeth of rakes used, so as to prevent the taking of very small ones ; licenses also should be issued to give our officers better control.

I have the honour to be, sir,

Your obedient servant.

R. A. CHAPMAN,

Inspector of Fisheries.

DISTRICT No. 3 (Inland).

COMPRISING THE COUNTIES OF KING'S, QUEEN'S, SUNBURY, YORK, CARLETON AND VICTORIA.

FREDERICTON, N.B., February 20, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report on the fisheries of District No. 3, in the province of New Brunswick, for the year 1905, showing the quantity and value of fish taken, also the materials and value of same used in connection with the fisheries of this district.

A comparative statement of the value of fish taken and materials used in 1904 and 1905 is herewith given, viz. :—

Value of Fish.

In 1904	$65,256
" 1905	65,387

showing a very slight increase for 1905.

Value of Materials

In 1904	$54,781
" 1905	55,348

an appreciable increase for last year.

There are some features of the past season's fishing which are very gratifying to all concerned, and I wish to mention particularly the splended runs of salmon in the St. John river, especially noticeable near the head of tidal-water, and the splendid surface-fly fishing enjoyed by the Tobique Salmon Club. This branch of our fishing was, perhaps, not any better in 1905 than the previous season, in the lower counties, viz. :—King's, Queen's and Sunbury, but there is a notable increase in York county. The reason for this may be that the ice in the river broke up much earlier than usual and gave fishermen a chance to set their nets before the salmon got past on their way to the spawning grounds. I trust the number stopped here, will not, in the future, affect the supply. It did not seem to do so the past season as the sport on the Tobique was excellent, although some say that the fish do not appear to be of such good size as formerly. A very pleasing feature in connection with the past season was the discovery of a very interesting salmon pool about five miles from Fredericton. This was only made known about two weeks before the close season (August 15), but, in those two weeks more real sport was enjoyed by, probably one hundred persons, many of whom have not the time and means to take a trip very far from home, than they ever hoped to have in this line of sport. While no large fish were taken with the fly about forty nice grilse were. We look for great sport here in the future and hope to be in a position to give this part of the river special protection. Other fish, with the exception of trout, were taken in about the same quantities as usual. There is quite a falling off in the quantity of trout. Fishery officers ascribe it to the unprecedented low state of the water in all trout resorts.

The fishery law has, generally, been very well observed. We still have some trouble in the county of King's regarding the dumping of sawdust into the stream, but I think not as much as formerly. Probably we have more violations, with regard to the taking of fish, in York county than anywhere else. There is greater opportunity to do so than elsewhere in my district. The extra men allowed me for a few weeks last season resulted in much good being done. Much illegal fishing, drifting with net at night, was prevented, some seizures of nets and other materials made, and a few small fines collected.

SALMON.

As previously stated in this report the salmon fishing, generally, was very successful and indicates that the protection we are giving, along with the very efficient protection given by the Tobique Salmon Club to these fish on their way to and after they have reached their spawning grounds, is bearing good fruit. I am satisfied that if we could place a sufficient number of good special guardians on about fifty miles of the St. John river, from the head of tidal-water up, and the present restrictions regarding the issuing of fishery licenses continued, the run of salmon in a few years would be immense. As stated in my report for 1904, I would like to see the license of 3 cents raised to 5 cents per fathom.

SHAD.

A gratifying increase in the quantity of shad taken, salted and used in the fresh state, is reported by the fishery officers. The market for shad seems to be unlimited as when properly salted they are an excellent fish for winter and much sought after. Our shad fishermen receive a good sum for the fish.

HERRING.

The quantities of these fish, taken, does not seem to vary to any extent, from year to year, and are reported only from the districts near the salt water.

ALEWIVES.

The quantity of alewives reported as taken show a slight decrease. I was of the opinion that this would be so, from conversations with fishermen early in the season. Possibly the industry was not prosecuted to as great an extent as in some former years. The market, however, was good and fishermen had no trouble in disposing of their catches.

TROUT.

I have to report a falling off in the quantity of trout taken in the past season. This little game fish is looked upon as the most general sport producer, and if they are shy or scarce it is very generally known and a host of people spend more or less time in their pursuit. The very low condition of water in all the lakes and brooks the past season is supposed to be the cause of the smaller quantity taken. I wish, here, to thank your department for the interest taken in producing a stock of trout fry from the Bartibog Hatchery on the 14th of June and taken to and placed in Magaguadavic and Davidson lakes by Overseer McKay and Dr. E. W. Henry, of this city. These fry were received in very good condition and I trust will be of benefit to these lakes.

PICKEREL.

There was considerably less of this fish taken in 1905 as compared with the previous year. I have been requested to bring to the attention of the Fishery Department the advisability of making it illegal to fish for pickerel with a net of less size than three inches mesh. It is claimed that a great amount of undersized fish are taken at present. A change as suggested would, no doubt, be to the advantage of fishermen in a short time.

BASS.

Practically none of these fish are taken in this district. A few licenses are granted and a small quantity of bass caught for domestic use.

STURGEON.

I can report with satisfaction a small increase in the quantity of sturgeon taken. While the total amount is not large, as reported, the per centage of increase in both fish and caviare is very good. I trust, with good protection this industry will again grow to large proportions.

SYNOPSES OF REPORTS FROM FISHERY OFFICERS, 1905.

KING'S COUNTY.

S. G. Coggin, Sussex, reports the law well observed in his district. Trout fishing not as good as usual. It is thought the water was too low. Three very nice salmon, weight from 10 to 13 pounds taken with the fly in the Kennebecasis, near Sussex.

S. G. Myers, Norton Station, reports fishing generally not as good in his district as it was in 1904.

S. G. McCready, Penobsquis, reports trout fishing poor on account of very low conditions of streams.

S. G. Dunham, Grey's Mills, reports fishing in his district much better than usual.

QUEEN'S COUNTY.

Overseer Hetherington, Queen's East, reports the fisheries, generally, in his district as being in a fairly prosperous condition. Shad fishing particularly is prosecuted to a very much greater extent that it was a few years ago, and a greater demand for this fish than he ever knew before. He again suggests that a license fee of $1 per net be put on shad fishing. Evidently there are some young sturgeon in these waters as Mr. Hetherington says they are a curse to shad nets. He reports the law fairly well observed.

Overseer Bulyea, Queen's West, reports that his special guardians attended well to their duties, the law very well observed, and fishing about as usual.

SUNBURY COUNTY.

Overseer McLean, Sunbury County, reports alewives very plentiful and sales good. The catch of shad was very good, but catch of salmon is light. He thinks the first good run came so early that they got by before fishermen got their nets set. Mr. McLean corroborates Mr. Hetherington's statement that pickerel are becoming small and thinks it would be advisable to amend the law so that the meshes of pickerel nets would not be less than three inches. Mr. McLean recommends that a fishway be built in the Hartt Mill dam near Fredericton Junction. No violations reported by special guardians.

YORK COUNTY.

Overseer McKay, of Fredericton, reports that the salmon fishing in the St. John river during the season just closed has been very far above the average for a number of years. Many of the fishermen claim there were more salmon grilse in the river last season than any other for the last twenty-five years.

On the Southwest Miramichi, the run of salmon is gradually falling off each year, and the last season was unusually poor. Accordingly, foreign sportsmen are also decreasing. Angling at the head of the river in Carleton county is quite extensively carried on by fishermen from the upper St. John river and the local inhabitants, chiefly for trout. He attributes the scarcity of salmon to overfishing in the tidal waters of the Miramichi, particularly below Chatham, where two shipping fish merchants are located.

The catch of trout is much less than last year both in our local streams and in the lakes as Oromocto, Harvey, Skiff and Magaguadavic lakes, all of which are very close to railway accommodations, and if well supplied with trout, Americans would build cottages and with their families remain at these nearly all summer. A few have already done so and others would follow if good fishing could be relied upon.

Reports say that considerable illegal fishing is being done at Oromocto and Harvey lakes in the early spring. Some few get a trout license and there being no guardian on duty at that time many others are said to take advantage of that fact and go along as if they also had licenses. I would therefore recommend that the guardian be appointed about March 15 or April 1, at the latest, and to remain on duty during your pleasure. Shad and other fish are about the same as last year.

A very pleasing feature of my report is a new departure in the mode of fishing on the St. John river. I refer to surface-fly fishing for salmon. About August 1 last, two local sportsmen were induced by Guide Thos. Phillips to try their luck at a pool about five miles above the city of Fredericton, where they had the good fortune to land two salmon each during the afternoon. The good news spreading rapidly throughout the city brought lots of sportsmen to the scene, with the result that up to the beginning of the close season (August 15), over forty salmon and grilse were taken. One keen sportsman, Mr. Thos. Peters, Deputy-Commissioner of Agriculture for New Brunswick, on last day of the season tried another pool about two miles further up the river and had the pleasure to land a six pound salmon. The whole being a most excellent showing and gives a positive contradiction to the often reported remark that salmon would not rise to a fly in St. John river. These gentlemen, very naturally and justly so, feel proud in being the pioneers in this most excellent sport, and it is to be hoped as the seasons come and go, many other pools will be found until the river will equal, and perhaps excel, any other in the province in giving sportsmen the enjoyment they have so often wished for.

I regret to have to report Wellington Davies' death, at about Nov. 1, 1905. He was guardian of Kedron lake and Magaguadavic river and lake. *Re* filling his position I will report to you in the near future but at present think it might be divided between Guardians Stack and James. Will also ask some change in protection at the St. John river.

CARLETON COUNTY.

Special Guardian Brooks reports some infractions of the Fishing Act, but, although he did what he could to enforce the regulations and prevent a deal of illegal fishing yet some was done, and he was unable to get the names of the parties.

VICTORIA COUNTY.

The officer was unable to get a report from the Tobique Salmon Club, but from others who are acquainted with the state of the fisheries in that river, and from information I got from parties who fish on that river we learn that it was again a splendid season. The special guardians under Mr. LeClair attend well to their duties, and I would not forget to give the Tobique Club their due credit for the very efficient protection they give the salmon after they reach that river.

Overseer Gagnon reports a decrease in the catch of trout in some parts of his district, and like other fishery officers thinks it is because of the very low condition of the streams. With the exceptions of a few minor infractions, the fishery law was well observed. All his special guardians have done their duties satisfactorily.

I have the honour to be, sir,
Your obedient servant,

H. E. HARRISON,
Inspector of Fisheries.

NEW BRUNSWICK—DISTRICT No. 1.

RETURN showing the Number, Tonnage and Value of Vessels, and Boats and the Quantity and Value of all Fishing Materials and the kinds of Fish, &c., in the Counties of **Charlotte,** and **St. John,** Province of **New Brunswick,** for the Year 1905.

Number.	Fishing Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.									Kinds of Fish.								Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Weirs.											
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, smoked and kippered, lb.	Herring, kippered, cans	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Scallops, in shell, brls.	Scallops, canned.		
	Charlotte Co.			$			$				$															
1	Lepreau to Red Head	9	60	4700	18	67	1250	62	30	1950	600	18	600	1100	20	12000	6000	......	.....	....	....	......	....	.....	1
2	Red Head to Letang	9	130	2000	28	83	1690	85	83	2500	1200	35	1050	1100	30	9400	.....	......	15000	60	100000	....	....	20000	2
3	Letang to St. George.......	7	112	3400	40	270	4800	175	150	3600	1500	95	3055	5500	69	31000	......	......	......	....	210000	......	140	.....	3
4	St. George to St. Stephen. ..	1	14	1000	2	280	5500	190	. ..	......	......	92	2900	6000	92	37000	.....	17000	......	35	30000	18000	...	.....	4
5	Grand Manan.............	54	890	35000	202	155	29000	250	970	29000	10000	41	1400	4500	43	54000	......	40000	196800	7500	415000	4539000	1000	.....	5
6	Campobello	12	279	8000	60	212	9000	200	95	4000	1300	30	860	1500	24	8500	......	......	......	370	13000	8200	....	.....	6
7	West Isles.......	5	1000	3000	15	128	9000	160	100	2000	1000	125	4000	8000	85	50000	......	......	.....	.. .	....	......	....	... .	7
8	St. George and vicinity.	...	....	.....	...	....	......	....	....	....	.....	...	......	. ...	....	.....	......	......	......	....	....	....	....	.....	8
	Totals..............	97	2485	57100	365	1195	60240	1122	1428	43050	15600	436	13865	27700	363	201900	6000	57000	211800	7965	768000	4565200	1140	20000	
	St. John Co.																									
1	St. John Harbour	3	60	600	15	150	14000	260	294	16000	4800	7	560	600	23	7500	45000	100000	....	...	.. ...	....	....	......	1
2	Lepreau to Chance Harbour..	5	120	2700	23	40	16000	40	95	11000	1200	4	240	400	....	....	51150	......	....	....	.. ....	.. ..	....	.....	2
3	Chance Harbour to Mispec...	10	148	3500	50	200	10000	300	1023	76725	10500	30	1500	1800	11	3300	228960	......	.. ...	....	.. . .	....	....	.....	3
4	Mispec to Tynemouth Creek.	..	....	.....	...	30	350	60	....	......	.....	...	.. ..	.....	....	.. ...	.. ...	.. ...	...	....	.. ....	....	....	.....	4
5	Tynemouth Cr'k to Albert Co.	1	10	1000	3	22	440	22	25	1250	350	...	.....	.....	....	......	......	......	......	5	....	..... .	.. .	.....	5
	Totals	19	338	7800	91	442	40790	682	1437	104975	16850	41	2300	2800	34	10800	325110	100000	......	5	....	....	....	.....	
	Grand totals...........	116	2823	64900	456	1637	101030	1804	2865	148025	32450	477	16165	30500	397	212700	331110	157000	211800	7970	768000	4565200	1140	20000	

RETURN showing the Kinds and Quantities of Fish and Fish Products
Brunswick, for the

Number.	Fishing Districts.	Kinds										
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, fresh or frozen, lb.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked, finnan haddies, lb.	Hake, dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Halibut, lb.
	Charlotte Co.											
1	Lepreau to Red Head....	....	1280	.....	.....	....	.....	......	210	......	120	......
2	Red Head to Letang....	9600	3150	400	51000	17000	500	41000	6530	7550	350	....
3	Letang to St. George....	......	840	250	76000	75000	.....	......	900	400	2000	.....
4	St. George to St. Stephen	......	400	54	13000	216000	.....	7500	600	1400	26	960
5	Grand Manan	56640	3310	1540	201000	42500	875	15400	*6000	6500	4515	4400
6	Campobello	24000	560	380	47000	618000	......	.....	6250	6300	13050	11000
7	West Isles..............	......	235	100	2000	10000	......	......	......	......	1000	......
8	St. George and vicinity .	......	......	......	......	....	......	.....	.....	......	.....	......
	Totals..............	90240	9775	2724	390000	978500	1375	63900	20490	22150	21061	16360
	St. John Co.											
1	St. John City.	......	......	......	.....	....	......	.....	.....	......	......	......
2	Lepreau to Chance Harbour..............	......	106	17	......	150000	.....	......	1120	1200	......	......
3	Chance Harbour to Mispec..............	.....	900	700	....	....	700	.....	500	.. ..	112	......
4	Mispec to Tynemouth Creek	......	650	75	......	....	....	.. ..	......	......	1400	......
5	Tynemouth Creek to Albert Co..............	......	729	......	.....	....	.....	.	......	......	8	......
	Totals..............	......	2385	792	.....	150000	700	......	1620	1200	1520	......
	Grand totals ...	90240	12160	3516	390000	1128500	2075	63900	22110	23350	22581	16360

* Add 57,600 cans of hake at 10 cents.
In No. 2 add 200 lbs. of tom-cod and 2,000 lbs. of trout.
† 26,100 of these cans are clam juice. Add also 360 brls. of cockles.

in the Counties of **St. John** and **Charlotte**, Province of **New**
Year 1905—*Continued.*

of Fish.															
Shad, brls.	Smelts, lb.	Alewives or gaspereau, brls.	Eels, brls.	Sardines, brls.	Sardines, canned, cans.	Flounders, lb.	Squid, brls.	Clams, in shell, brls.	Clams, canned, cans.	Fish Oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Dulse, lb.	Total Value of all Fish. $ cts.	Number.
....	4000	.. ..	....	6000	....	...	..	2210	131100	.....	4000	...	6500	48,622 50	1
....	.. ...	......	...	16000	1817000	2600	..	150	40000	6600	400	1500	2000	197,675 50	2
....	2000	....	....	110296	1700000	....	..	240	... .	700	453	...	.. ..	330,241 50	3
. .	6000	......	....	88000	....	....	..	3172	† 207300	12	3000	...	......	222,914 10	4
....	......	......	....	35200	....	....	..	....	.. ....	10000	4200	....	106000	339,454 00	5
....	.....	....	....	8000	....	....	75	....	....	13180	1600	...	......	102,755 50	6
....	3000	.....	....	69000	130000	....	10	......	4800	3000	100	....	......	151,400 00	7
....	20000	400	....	......	....	....	..	200	....	.....	.....	....	......	3,006 00	8
....	35000	400	....	332496	3647000	2600	85	5972	383200	33492	13753	1500	114500	1,396,069 10	
800	......	11000	150	4000	25000	....	..	. ..	....	......	2000	1500	5000	85,050 00	1
....	.. ..	.. ..	....	......	....	....	..	....	....	800	300	....	......	19,676 50	2
75	.....	625	....	....	....	....	..	.....	....	.....	.. .	...	... .	64,641 00	3
....	......	......	....	.. ..	....	....	..	......	......	......	......	....	...	9,637 50	4
....	.. .	......	....	......	....	....	..	......	....	.....	.. ..	....	......	7,328 50	5
875	.....	11625	150	4000	25000	....	..	....	... .	800	2300	....	5000	186,333 50	
875	35000	12025	150	336496	3672000	2600	85	5972	383200	34292	16053	1500	119500	1,582,402 60	

RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 1, New Brunswick, comprising the Counties of St. John and Charlotte, for the Year 1905.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Salmon, fresh in ice	Lb.	331,110	0 20	66,222 00
Herring, kippered	"	157,000	0 10	15,700 00
" " canned	Cans.	211,800	0 10	21,180 00
" salted	Brls.	7,970	4 50	35,865 00
" fresh or frozen	Lb.	768,000	0 01	7,680 00
" smoked	"	4,565,200	0 02	91,304 00
Lobsters, fresh	Cwt.	12,160	10 00	121,600 00
" canned	Cans.	90,240	0 25	22,560 00
Cod, dried	Cwt.	3,516	4 50	15,822 00
" fresh or frozen	Lb.	390,000	0 04	15,600 00
Haddock, fresh	"	1,128,500	0 03	33,855 00
" dried	Cwt.	2,075	3 00	6,225 00
" smoked finnan haddies	Lb.	63,900	0 06	3,834 00
Hake, dried	Cwt.	22,110	2 25	49,747 50
" sounds	Lb.	23,350	0 50	11,675 00
" canned	Cans.	57,600	0 10	5,760 00
Pollock, dried	Cwt.	22,581	2 00	45,160 00
Halibut, fresh	Lb.	16,360	0 10	1,636 00
Trout	"	2,000	0 10	200 00
Shad	Brls.	875	10 00	8,750 00
Smelts	Lb.	35,000	0 05	1,750 00
Alewives	Brls.	12,025	4 00	48,100 00
Dulse	Lb.	119,500	0 06	7,170 00
Eels	Brls.	150	10 00	1,500 00
Sardines, preserved	Cans.	3,672,000	0 05	183,600 00
" fresh	Brls.	336,496	2 00	672,992 00
Flounders	Lb.	2,600	0 03	78 00
Tom-cod or frost fish	"	200	0 03	6 00
Squid	Brls.	85	4 00	340 00
Clams in shell	"	5,972	1 00	5,972 00
" canned	Cans.	357,100	0 10	35,710 00
" juice	"	26,100	0 10	2,610 00
Scallops, in shell	Brls.	1,140	2 00	2,280 00
" preserved	Cans.	20,000	0 15	3,000 00
Fish oil	Galls.	34,292	0 30	10,287 60
" used as bait	Brls.	16,053	1 50	24,079 50
" " manure	"	1,500	0 50	750 00
Cockles	"	360	5 00	1,800 00
Total value of catch for 1905				1,582,402 60
" " 1904				1,515,391 30
Value of increase for 1905				67,011 30

RECAPITULATION

Of the Number and Value of Vessels, Boats, Nets, Weirs, &c., engaged in the Fisheries of District No. 1, New Brunswick, comprisihg the Counties of St. John and Charlotte, for the Year 1905.

Number.	Material.	Value.
		$ cts.
116	Vessels, tonnage 2,823	64,900 00
1,637	Boats	101,030 00
2,865	Gill-nets, fathoms 148,025	32,450 00
477	Weir seines 〃 16,165	30,500 00
881	Trawls	8,505 00
397	Wiers	212,700 00
36	Smelt-nets	340 00
2,208	Hand lines	1,685 00
4	Lobster canneries	8,500 00
25,926	〃 traps	26,321 00
16	Freezers and ice houses	5,800 00
747	Smoke and fish houses	179,400 00
310	Piers and wharfs	98,000 00
113	Tugs and smacks	21,300 00
5	Sardine canneries	41,000 00
5	Clam 〃	6.500 00
5	Fish curing factories	10,000 00
1	Fish guano 〃	5,000 00
40	Fish presses	600 00
166	Pile drivers	4,300 00
154	Weir scows	6,540 00
	Total value of material	865,371 00

NEW BRUNSWICK—

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.							FISHING	
		Vessels.				Boats.			Gill	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.
	Restigouche County.			$			$			
1	Above Dalhousie	....	....	......	....	22	540	30	22	6800
2	Below Dalhousie	1	26	900	4	200	4000	365	138	20000
	Totals	1	26	900	4	222	4540	395	160	26800
	Gloucester County.									
3	Beresford and part of Bathurst	...	....	......	..	445	10000	880	1500	40500
4	Caraquet, New Bandon and part of Bathurst	130	1550	54000	500	510	17000	1100	2100	70000
5	Saumarez, Inkerman and Shippegan mainland	25	270	10000	102	265	7000	550	4000	85000
6	Shippegan and Miscou islands	66	810	32000	240	480	20000	1000	1200	42000
	Totals	221	2630	96000	842	1700	54000	3530	7800	237500
	Northumberland County.									
7	Neguac and vicinity	4	74	2000	14	210	7000	600	650	48000
8	Bay du Vin and vicinity	3	40	1200	9	220	9000	700	760	78000
9	Chatham and vicinity	1	10	300	3	150	4500	400	420	36000
10	Southwest and Northwest Miramichi rivers	....	..	......	...	125	2000	150	370	17000
	Totals	8	124	3500	26	705	22500	1850	2200	179000
	Kent County.									
11	Richibucto, St. Louis, Carleton, &c	....	....	....	....	295	10775	465	4300	72600
12	Buctouche and vicinity	....	....	......	....	510	14500	820	3000	59000
13	Cocagne and vicinity	....	...	......	....	380	7000	560	1100	27000
	Totals	....	....	.. ..	. .	1185	32275	1845	8400	158600
	Westmorland County.									
14	Shediac, Moncton and Salisbury	....	....	......	....	420	13000	720	800	37000
15	Botsford	.. .	....	......	. .	475	13500	765	650	18500
16	Sackville and Westmorland	....	...	......	...	255	5000	355	500	10000
17	Dorchester	....	....	......	....	30	1700	58	160	6500
	Totals	....	....	. ..	....	1180	33200	1898	2110	72000
18	*Albert County*	....	...	......	....	15	500	25	20	2500
	Grand totals	230	2780	100400	872	5007	147015	9543	20690	676400

District No. 2.

Kinds of Fish, in District No. 2, Province of **New Brunswick**, for the Year 1905.

Gear or Materials.							Lobster Plant.		Kinds of Fish.								
Nets.	Trawls.		Smelt Nets		Hand Lines.		Canneries.										
Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Salmon, salted or smoked lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Number.
$		$		$		$		$									
5500	....	....	142	7100	50	5	...	.....	56970	....	....	....	......	....	......	....	1
17000	....	....	26	2300	....	....	3	3000	110300	300	....	1500	240000	40000	......	....	2
22500	...	....	168	9400	50	5	3	3000	167270	300	..	1500	240000	40000	......	....	
30000	20	100	....	.....	300	300	5	2500	95000	600	800	13000	170000	30000	2000	15	3
42000	220	1000	65	3200	2000	1500	20	13000	220000	....	....	36000	200000	....	20000	15	4
30000	25	150	190	6500	600	400	8	16000	105000	....	....	15000	50000	.....	16000	20	5
15000	110	450	45	2300	1200	1000	32	25000	....	3000	1200	16000	60000	.....	22000	20	6
117000	375	1700	300	12000	4100	3200	65	56500	420000	3600	2000	80000	480000	30000	60600	70	
42000	..	....	213	18000	150	200	9	6000	151000	....	....	12000	20000	10000	1200	5	7
75000	....	....	300	20000	100	150	3	3000	152000	...	....	3800	20000	12000	36000	5	8
32000	....	....	430	37000	50	70	....	.....	97000	....	....	200	10000	......	1000	....	9
9000	....	...	....	......	...	....	....	.....	105000	...	3500	.....	......	....	.....	....	10
158000	....	....	943	75000	300	420	12	9000	505000	....	3500	16000	50000	22000	38200	10	
15900	14	260	356	14500	500	160	14	6500	65000	400	2000	8200	90000	....	160000	200	11
14100	....	....	250	10000	500	200	27	8600	....	....	....	12000	120000	....	2000	...	12
7000	....	....	100	4000	50	20	5	3000	......	....	....	3500	600000	....	1800	....	13
37000	14	260	706	28500	1050	380	46	18100	65000	400	2000	23700	810000	..	163800	200	
16000	....	...	140	7000	100	40	28	5500	3000	....	....	27000	400000	3000000	2500	....	14
7000	....	...	90	3100	75	30	40	10000	.....	....	....	18000	100000	660000	2500	...	15
3000	...	....	55	1400	100	40	....	.....	....	....	....	1300	70000	6000000	1500	....	16
2500	....	....	....	......	....	...	....	......	3500	....	....	100	....	....	.....	....	17
28500	...	....	285	11500	275	110	68	15500	6500	....	...	46400	570000	9660000	6500	....	
1500	....	....	....	......	...	...	....	.....	3500	....	....	300	5000	......	.....	....	18
364500	389	1960	2402	136400	5775	4115	194	102100	1167270	4300	7500	167900	2155000	9752000	268500	280	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the

Number.	DISTRICTS.	KINDS OF FISH									
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake sounds, lb.	Halibut, lb.	Trout, lb.	Shad, brls.
	Restigouche County.										
1	Above Dalhousie	......	110	...	...	...	...	...	.....	6500	....
2	Below Dalhousie	28000	150	40	...		...	....	......	3800	...
	Totals	28000	260	40	....	....	....	....	....	10300	....
	Gloucester County.										
3	Beresford and part of Bathurst	18400	200	2800	....	....	200	.		10000	....
4	Caraquet, New Bandon and part of Bathurst	192000	600	35000	150	...	1600	2000	60000	14000	....
5	Saumarez, Inkerman and Shippegan mainland	102600	200	9200	40	1000	1600	2000	11000	4000	50
6	Shippegan and Miscou islands	564800	150	22000	100	....	2000	2400	35000	400	....
	Totals	877000	1150	69000	290	1000	5400	6400	106000	28400	50
	Northumberland County.										
7	Neguac and vicinity	105000	200	1800	....	300	800	500	2800	6000	160
8	Bay du Vin and vicinity	82600	200	1000	....	250	200	....	3000	1800	110
9	Chatham and vicinity	....	....	120	....	200	100	....	.....	4500	400
10	Southwest and Northwest Miramichi rivers	....	....	....	...	....	....	....	......	26000	800
	Totals	187600	400	2920	...	750	1100	500	5800	38300	1470
	Kent County.										
11	Richibucto, St. Louis, Carleton, &c	256600	2500	1350	....	140	2000	1600	4000	5000	180
12	Buctouche and vicinity	140000	100	100	....	....	200	....	......	2100	....
13	Cocagne and vicinity	41000	150	120	....	....	60	....	....	2500	...
	Totals	457600	2750	1570	....	140	2260	1600	4000	9600	180
	Westmorland County.										
14	Shediac, Moncton and Salisbury	192000	300	100	....	....	40	....	......	14000	25
15	Botsford	432000	1200	....	....	....	....	....	......	9000	25
16	Sackville and Westmorland	5000	200	......	...	....	....	....	......	2500	150
17	Dorchester	......	..	......	....	...	....	...	......	3000	800
	Totals	629000	1700	100	....	....	40	....	.....	28500	1000
18	*Albert County*	.....	100	.....	....	....	....	....	.....	11000	80
	Grand totals	2159200	6360	73630	290	1890	8800	8500	115800	126100	2780

Counties of District No. 2, Province of **New Brunswick,** for the Year 1905.

AND FISH PRODUCTS.

Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Total Value of all Fish.	Number.
														$ cts.	
173700	....	......	13	....	.....	30000	20000	...	80	....	10	60	....	23,224 00	1
26500	....	1000	43	.. ..	.....	2000	11000	....	......	... ..	400	600	...	43,660 00	2
200200	....	1000	56	.....	.....	32000	31000	....	80	... ..	410	660	....	66,884 00	
1500	...	1500	45	... .	750	16500	14000	15	175	300	1600	25000	8	119,615 00	3
300000	....	7000	200	800	4200	30000	160000	400	800	14000	10000	25000	16	508,145 00	4
410000	100	5000	200	50	9000	15000	20000	160	2000	1700	2400	6000	28	232,955 00	5
260000	...	7000	100	50	2050	10000	10000	180	1000	7000	12000	15000	32	379,430 00	6
971500	100	20500	545	900	16000	71500	204000	755	3975	23000	26000	71000	84	1,240,145 00	
950000	100	10000	100	1000	400	20000	150000	.	200	200	2000	10000	12	195,474 00	7
565000	300	4000	200	6500	100	60000	150000	....	2000	100	4000	20000	8	172,455 00	8
1560000	300	5000	40	800	100	300000	1200000	....	......	50	40	100	....	155,860 00	9
15000	800	86000	600	... .	... .	......	60000	....	......	......	......	......	....	52,650 00	10
3090000	1500	105000	940	8300	600	380000	1560000	...	2200	350	6040	30100	20	576,439 00	
998000	1300	17000	750	650	350	32000	60000	17	250	600	3200	5000	12	246,528 00	11
360000	600	1800	150	2000	15000	.. ..	60000	....	3000	....	4500	14000	....	191,080 00	12
190000	400	1200	100	1250	13000	20000	10000	....	....	......	1000	5000	....	96,111 00	13
1548000	2300	20000	1000	3900	28350	52000	130000	17	3250	600	8700	24000	12	533,719 00	
450000	400	3600	200	800	3500	......	25000	....	800	.....	16000	40000	....	325,700 00	14
300000	200	2000	100	300	2000	......	20000	....	.. ..	....	26000	30000	....	290,950 00	15
90000	200	2500	75	100	100	.....	10000	....	.. .	... .	4000	6000	.. .	147,330 00	16
....	...	.....	60	.....	... .	..	5000	...	100	100	. ....	......	....	10,430 00	17
840000	800	8100	435	1200	5600	..	60000	....	900	100	46000	76000	. .	774,410 00	
4000	...	600	60	....	10	.. .	25000	...	. .	40	...	......	....	6,252 00	18
6653700	4700	155200	3036	14300	50560	535500	2010000	772	10405	24090	87150	201760	116	3,197,849 00	

RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 2, **New Brunswick**, for the Year 1905.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$
Salmon, fresh	Lb.	1,167,270	0 20	233,454
" preserved in cans	"	4,300	0 15	645
" smoked	"	7,500	0 20	1,500
Herring, salted	Brls.	167,900	4 50	755,550
" fresh	Lb.	2,155,000	0 01	21,550
" smoked	"	9,752,000	0 02	195,040
Mackerel, fresh	"	268,500	0 12	32,220
" salted	Brls.	280	15 00	4,200
Lobsters, preserved	Cans	2,159,200	0 25	539,800
" in shell	Cwt.	6,360	6 00	38,160
Cod, dried	"	73,630	4 50	331,335
" tongues and sounds	Brls.	290	10 00	2,900
Haddock	Cwt.	1,890	3 00	3,670
Hake	"	8,800	2 25	19,800
" sounds	Lb.	8,500	0 50	4,250
Halibut	"	115,800	0 10	11,580
Trout	"	126,100	0 10	12,610
Shad	Brls.	2,780	10 00	27,800
Smelts	Lb.	6,653,700	0 05	332,685
Alewives	Brls.	4,700	4 00	18,800
Bass	Lb.	155,200	0 10	15,520
Eels	Brls.	3,036	10 00	30,360
Oysters	"	14,300	5 00	71,500
Clams	"	50,560	3 00	151,680
Flounders	Lb.	535.500	0 03	16,065
Frost fish or tom cod	"	2,010,000	0 03	60,300
Squid	Brls.	772	4 00	3,088
Coarse fish	"	10,405	2 00	20,810
Fish oil	Galls.	24,090	0 30	7,227
Fish as bait	Brls.	87,150	1 50	130,725
Fish as manure	"	291,760	0 50	100,880
Seal skins	No.	116	1 25	145
Total				3,197,849

RECAPITULATION

Of the Number and Value of Vessels, Boats, Nets, Traps, &c., engaged in the Fisheries in District No. 2, **New Brunswick**, in the year 1905.

Material.		Value.	Total.
		$	$
230	fishing vessels (2,780 tons)	100,400	
5,007	" boats	147,015	
676,400	fathoms gill-nets	364,500	
389	trawls	1,960	
174	bass-nets	1,060	
2,402	smelt-nets	136,400	
5,775	hand-lines	4,115	
			755,450
194	lobster canneries	102,100	
243,350	lobster-traps	220,450	
			322,550
192	freezers and ice-houses	70,600	
435	fish and smoke houses	45,640	
49	piers and wharfs	29,800	
69	tugs and smacks	23,500	
853	smelt shanties	13,800	
			183,340
	Total		1,261,340

NEW BRUNSWICK—District No. 3.

RETURN of the Number of Fishermen, Value of Fishing Vessels and Boats, Nets, &c., and the Quantity and Value of all Fish in District No. 3, Province of **New Brunswick** for the Year 1905.

Number.	Counties.	Fishing Material.										Salmon, lb.	Shad, salted, brls.	Herring, salted, brls.
		Vessels.				Boats and Canoes.			Gill-nets.					
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.			
				$			$				$			
1	King's	....	....	....	....	100	2,500	225	500	15,000	8,000	20,000	300	250
2	Queen's	....	....	....	....	268	2,950	360	712	17,225	7,120	2,000	340	....
3	Sunbury	2	40	2,000	8	58	580	100	500	10,375	4,000	800	65	....
4	York	....	....	....	....	185	2,000	350	385	12,000	6,120	58,500	100	....
5	Carleton	....	....	....	....	45	450	100	30	1,000	500	8,000	20	....
6	Victoria	....	....	....	....	300	2,045	455	16	200	160	10,000	....	....
	Totals	2	40	2,000	8	956	10,525	1,590	2,143	55,800	25,900	99,300	825	250

RETURN showing the Kinds and Quantities of Fish in District No. 3, Province of New Brunswick, 1905.

Number.	Counties.	Herring, fresh, lb.	Whitefish, lb.	Trout, lb.	Bass, lb.	Pickerel, lb.	Shad, fresh, lb.	Sturgeon, lb.	Eels, brls.	Alewives, salted, brls.	Alewives, fresh or or smoked, lb.	Caviare, lb.	Mixed and coarse fish, brls.	Total value.
														$
1	King's	20,000	....	20,000	250	20,000	15,000	9,650	20	150	5,000	1,000	75	15,422
2	Queen's	....	100	5,000	....	33,000	37,600	....	......	830	31,000	....	50	12,545
3	Sunbury	....	....	1,000	....	35,000	2,500	....	......	1,200	4,000	....	100	8,570
4	York	....	....	46,000	....	20,000	15,000	....	......	260	3,600	....	265	21,092
5	Carleton	....	....	15,000	....	....	4,000	....	10	....	....	....	50	3,700
6	Victoria	....	8,500	15,900	....	500	....	....	15	....	....	....	230	5,510
	Totals	20,000	8,600	102,900	250	108,500	74,200	9,650	45	2,440	43,600	1,000	770	66,839

RECAPITULATION OF DISTRICT No. 3, NEW BRUNSWICK.

Yield of fish, 1905.

Kinds of Fish.		Quantity.	Price.	Value.
			$ cts.	$ cts.
Salmon	Lb.	99,300	0 20	19,860 00
Shad, salted	Brls.	825	10 00	8,250 00
„ fresh	Lb.	74,200	0 05	3,710 00
Herring, salted	Brls.	250	4 50	1,125 00
„ fresh and smoked	Lb.	20,000	0 02	400 00
Whitefish	„	8,600	0 15	1,290 00
Trout	„	102,900	0 10	10,290 00
Bass	„	250	0 10	25 00
Pickerel	„	108,500	0 07	7,595 00
Alewives, salted	Brls.	2,440	4 00	9,760 00
„ fresh and smoked	Lb.	43,600	0 02	872 00
Sturgeon	„	9,650	0 08	772 00
„ caviaire	„	1,000	0 90	900 00
Eels	Brls.	45	10 00	450 00
Coarse and mixed fish	„	770	2 00	1,540 00
Total		....	....	66,839 00

RECAPITULATION of Capital invested in fisheries, 1905.—District No. 3.

Materials.	Number.	Value.
		$
Men employed fishing	1,598	
Vessels (tonnage 40)	2	2,000
Boats	956	10,525
Gill-nets (fathoms)	55,800	25,900
Rods and lines	1,920	5,013
Eel traps	50	50
Cottages, smoke houses, ice houses and freezers	207	11,860
Total	....	55,348

RECAPITULATION showing the Number, Tonnage and Value of Vessels, Boats, Nets and of all Fishing Materials and other Fixtures used in the Fishing Industry of the whole Province of **New Brunswick,** for the Year 1905.

Number.	Counties.	Fishing Vessels and Boats.							Fishing Gear or Materials.								
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.
	District No. 1.			$			$							$			
1	Charlotte	19	338	7800	91	442	40790	682	1437	104975	16850	41	2300	2800	236	2935	1
2	St. John	97	2485	57100	365	1195	60240	1122	1428	43050	15600	436	13865	27700	643	5570	2
	District No, 2.																
3	Albert	....	....	....	....	15	500	25	20	2500	1500	....	....	....	....	....	3
4	Westmorland	....	....	....	....	1180	33200	1898	2110	72000	28500	....	....	....	....	....	4
5	Kent	....	....	....	....	1185	32275	1845	8400	158600	37000	....	....	....	14	260	5
6	Northumberland	8	124	3500	26	705	22500	1850	8200	179000	158000	....	....	....	....	....	6
7	Gloucester	221	2630	96000	842	1700	54000	3530	7800	237500	117000	....	....	....	375	1700	7
8	Restigouche	1	26	900	4	222	4540	495	160	26800	22500	....	....	....	....	....	8
	District No. 3.																
9	Victoria	....	....	....	....	300	2045	455	16	200	160	....	....	....	....	....	9
10	Carleton	....	....	....	....	45	450	100	30	1000	500	....	....	....	....	....	10
11	York	....	....	....	....	185	2000	350	385	12000	6120	....	....	....	....	....	11
12	Sunbury	2	40	2000	8	58	580	100	500	10375	4000	....	....	....	....	....	12
13	Queen's	....	....	....	....	268	2950	360	712	17225	7120	....	....	....	....	....	13
14	King's	....	....	....	....	100	2500	225	500	15000	8000	....	....	....	....	....	14
	Totals	348	5643	167300	1336	7600	258570	12937	25698	880225	422850	477	16165	30500	1270	10465	

RECAPITULATION showing the Number, Tonnage and Value of Vessels, Boats and other Fishing Materials, &c., **New Brunswick**—*Continued.*

Number.	COUNTIES.	FISHING GEAR OR MATERIALS.						LOBSTER PLANT.					OTHER FIXTURES USED IN FISHERIES.								Number.
		Weirs.		Smelt-nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.	Freezers and Icehouses.		Smoke and Fishhouses		Piers and Wharfs.		Tugs, Steamers & Smacks.		
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	District No. 1.		$		$		$		$		$			$		$		$		$	
1	Charlotte	34	10800	...	...	105	78	...	...	6476	6871	...	8	3600	71	21800	79	13000	..	...	1
2	St. John	363	201900	36	340	2103	1607	4	8500	19450	19450	86	8	2200	676	157600	231	85000	113	21300	2
	District No. 2.																				
3	Albert	...	...	...	...	...	...	...	...	200	200	...	...	...	2	40	...	...	...	...	3
4	Westmorland	...	...	285	11500	275	110	68	15500	75000	67000	1750	70	5600	180	14700	14	2600	4	4000	4
5	Kent	...	...	706	28500	1050	380	46	18100	41500	38200	805	16	9100	26	2900	15	4000	1	3000	5
6	Northumberland	...	...	943	75000	300	420	12	9000	15000	13000	300	44	20200	117	11700	1	10000	18	6000	6
7	Gloucester	...	...	300	12000	4100	3200	65	56500	105000	96000	2100	54	19200	108	15500	18	13000	43	6500	7
8	Restigouche	...	...	168	9400	50	5	3	3000	6650	6050	92	8	16500	2	800	1	200	4	4000	8
	District No. 3.																				
9	Victoria	...	...	...	...	610	‡1600	...	...	...	...	...	...	...	12	3300	...	...	..	...	9
10	Carleton	...	...	...	...	325	700	...	...	...	..	...	...	...	...	...	...	...	...	...	10
11	York	...	...	...	...	385	1500	...	...	...	...	...	...	...	30	4000	...	...	...	...	11
12	Sunbury	...	...	...	...	100	200	...	...	...	...	...	...	...	32	600	...	..	...	...	12
13	Queen's	...	...	...	...	250	500	...	...	...	...	..	...	...	98	1960	...	...	...	...	13
14	King's	...	...	...	...	250	500	...	...	...	...	...	...	...	35	2000	...	.	...	...	14
	Totals	297	212700	2438	136740	9903	10800	198	110600	269276	246771	5133	268	76400	1389	236900	359	127800	183	44800	

‡ From No. 9 to 14, the lines also include rods.

RECAPITULATION showing the Kinds and Quantities of Fish and Fish Products in the Province of **New Brunswick**, for the Year 1905.

Number.	Counties.	Kinds of Fish.																			Number.
		Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	Halibut, lb.	
	District No. 1.																				
1	Charlotte	6000	....	....	7965	*768000	4565200	....	....	90240	9775	2724	....	978500	1375	63900	*20490	22150	21061	16360	1
2	St. John	325110	....	....	5	....	....	.....	....	....	2385	792	....	150000	700	......	1620	1200	1520	.....	2
	District No. 2.																				
3	Albert	3500	....	...	300	5000	... ..	.....	....	....	100	......	....	....	....	.....	..	... .	......	.....	3
4	Westmorland	6500	....	....	46400	570000	9660000	6500	....	629000	1700	100	....	....	...	.....	40	...	.. ..	....	4
5	Kent	65000	400	2000	23700	810000	....	163800	200	437600	2750	1570	.. .	....	140	......	2260	1600	...	4000	5
6	Northumberland	505000	..	3500	16000	50000	22000	38200	10	187600	400	2920	....	....	750	......	1100	500	.... .	5800	6
7	Gloucester	420000	3600	2000	80000	480000	30000	60000	70	877000	1150	69000	290	....	1000	...	5400	6400	....	106000	7
8	Restigouche	167270	300	..	1500	240000	40000	......	....	28000	260	40	...	....	....	... .	....	...	.....	.....	8
	District No. 3.																				
9	Victoria	10000	....	....	......	....	....	.....	.. .	....	......	......	..	....	....	...	.. ..	. .	....	.....	9
10	Carleton	8000	....	....	......	.. . ..	....	.....	...	... ..	......	......	...	....	....	.....	.....	......	......	......	10
11	York	58500	....	...	......	....	.. ....	.....	....	....	......	..	...	....	....	....	......	......	......	......	11
12	Sunbury	800	....	...	..	....	....	.....	....	....	.....	.....	....	....	..	....	.....	....	......	......	12
13	Queen's	2000	...	....	..	....	.. ..	.....	....	....	.....	.....	....	....	...	.....	....	......	.....	......	13
14	King's	20000	....	...	250	. ....	20000	.....	....	.. ...	......	......	.	....	....	....	......	......	... .	....	14
	Totals	1597680	4300	7500	176120	2923000	14337200	268500	280	2249440	18520	77146	290	1128500	3965	63900	30910	31850	22581	132160	

* Several items not enumerated here. *See* County returns or Recapitulation, page 138.

RECAPITULATION showing the Kinds and Quantities of Fish and Fish Products in the Province of **New Brunswick**, for the Year 1905.

Number.	COUNTIES.	KINDS OF FISH.														FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.
		Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Pickerel, lb.	Eels, brls.	Sardines, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	$ cts.	
	District No. 1.																				
1	Charlotte	2000	..	35000	400	....	....	...	*332496	....	*5972	2600	200	85	....	33492	13753	1500	....	*1,396,069 10	1
2	St. John	....	875	....	11625	....	....	150	4000	....	....	....	....	....	...	800	2300	....	....	186,333 50	2
	District No. 2.																				
3	Albert	11000	80	4000	..	600	....	60	....	....	10	....	25000	....	....	10	....	....	....	6,252 00	3
4	Westmorland	28500	1000	840000	800	8100	....	135	....	1200	5600	...	60000	...	900	100	46000	76000	...	774,410 00	4
5	Kent	9600	180	1548000	2300	20000	....	1000	....	3900	28350	52000	130000	17	3250	600	8700	24000	12	533,719 00	5
6	Northumberland	38300	1470	3090000	1500	105000	....	940	....	8300	600	380000	1560000	.	2200	350	6040	30100	20	576,439 00	6
7	Gloucester	28400	50	971500	100	20500	....	545	....	900	16000	71500	204000	755	3975	23000	26000	71000	84	1,240,145 00	7
8	Restigouche	10300	....	200200	....	1000	....	56	....	....	..	32000	31000	....	80	.	410	660	....	66,884 00	8
	District No. 3.																				
9	Victoria	15000	....	....	....	....	500	15	....	...	...	....	....	...	230	....	....	....	....	5,510 00	9
10	Carleton	15000	40	....	...	....	....	10	....	....	....	...	....	....	50	....	....	....	....	3,700 00	10
11	York	46000	175	....	278	....	20000	....	....	....	....	....	....	....	265	....	....	....	...	21,092 00	11
12	Sunbury	1000	78	....	1220	....	35000	....	....	....	....	....	....	...	100	....	....	....	....	8,570 00	12
13	Queen's	5000	528	....	985	....	33000	...	....	....	...	....	....	...	50	....	.	..	....	12,545 00	13
14	King's	20000	375	....	175	250	20000	20	....	....	....	..	....	.	75	....	....	....	....	† 15,422 00	14
	Totals	231000	4851	6688700	19383	155450	108500	3231	336496	14300	56532	538100	2010200	857	11175	58382	103203	203260	116	4,847,090 60	

* Several items not enumerated here. *See* County returns or Recapitulation, page 138.

† In line 14 add 8,600 lbs. of whitefish and 9,650 lbs. sturgeon.

RECAPITULATION

Of the Yield and Value of the Fisheries of the whole Province of New Brunswick, for the Year 1905.

Kinds of Fish.		Quantity.	Rate.	Value.	Total.
			$ cts.	$ cts.	$ cts.
Salmon, fresh	Lb.	1,597,680	0 20	319,536 00	
" canned	"	4,300	0 15	645 00	
" smoked	"	7,500	0 20	1,500 00	
					321,681 00
Herring, salted	Brls.	176,120	4 50	792,540 00	
" fresh	Lb.	2,923,000	0 01	29,230 00	
" smoked	"	14,337,200	0 02	286,744 00	
" kippered	"	368,800	0 10	36,880 00	
					1,145,394 00
Mackerel, fresh	"	268,500	0 12	32,220 00	
" salted	Brls.	280	15 00	4,200 00	
					36,420 00
Lobsters, canned	Lb.	2,249,440	0 25	562,360 00	
" fresh or alive	Cwt	18,520		159,760 00	
					722,120 00
Cod, dried	"	77,146	4 50	347,157 00	
" fresh	Lb.	390,000	0 04	15,600 00	
" tongues	Brls.	290	10 00	2,900 00	
					365,657 00
Haddock, dried	Cwt.	3,965	3 00	11,895 00	
" fresh	Lb.	1,128,500	0 03	33,855 00	
" finnan haddies	"	63,900	0 06	3,834 00	
					49,584 00
Hake, dried	Cwt.	33,470	2 25	75,307 50	
" sounds	Lb.	31,850	0 50	15,925 00	
					91,232 50
Pollock	Cwt.	22,581	2 00		45,162 00
Halibut	Lb.	132,160	0 10		13,216 00
Trout	"	231,000	0 10		23,100 00
Shad	Brls.	4,851	10 00		48,510 00
Alewives	"	19,383	4 00		77.532 00
Eels	"	3,231	10 00		32,310 00
Smelts	Lb.	6,688,700	0 05		334,435 00
Bass	"	155,450	0 10		15,545 00
Whitefish	"	8,600	0 15		1,290 00
Pickerel	"	105,000	0 07		7,595 00
Sturgeon	"	9,650	0 08	772 00	
" caviare	"	1,000	0 90	900 00	
					1,672 00
Flounders	"	538,100	0 03		16,143 00
Tom-cod	"	2,010,200	0 03		60,306 00
Sardines	Brls.	336,496	2 00	672,992 00	
" canned	Cans.	3,672,000	0 05	183,600 00	
					856,592 00
Squid	Brls.	857	4 00		3,428 00
Oysters	"	14,300	5 00		71,500 00
Clams and quahaugs	"	56,532		157,652 00	
" canned	Cans.	383,200	0 10	38,320 00	
					195,972 00
Scallops	Brls. and cans.				5,280 00
Cockles	Brls.	360	5 00		1,800 00
Coarse fish	"	11,175	2 00		22,350 00
Fish as bait	"	103,203	1 50		154,804 50
" as fertilizer	"	203,260	0 50		101,630 00
" oil	Galls.	58,382	0 30		17,514 60
Seal skins	No.	116	1 25		145 00
Dulse	Lb.	119,500	0 06		7,170 00
Total for 1905					4,847,090 60
" 1904					4,671,084 30
Increase					176,006 30

RECAPITULATION

Of the Number of Fishing Crafts, Nets, &c., in the whole Province of **New Brunswick,** for the Year 1905.

Articles.	Value.	Total.
	$	$
348 fishing vessels (5,643 tons)	167,300	
7,600 " boats	258,570	
880,225 fathoms of gill-nets	422,850	
16,165 " seines	30,500	
2.438 smelt-nets	136,740	
174 bass-nets	1,060	
397 weirs	212,700	
1,270 trawls	10,465	
9,903 hand lines and rods	10,813	
50 small eel-traps	50	
		1,251,048
198 lobster canneries	110,600	
269.275 " traps and fixtures	246,711	
		357,371
208 fish freezers and ice houses	76,400	
1,389 smoke and fish houses	236,990	
359 fishing piers and wharfs	127,800	
183 " tugs and smacks	44,800	
853 smelt fishing shanties	13,800	
5 sardine canneries	41,000	
5 clam canneries	6,500	
5 fish curing factories	10,000	
40 fish presses	600	
1 fish guano factory	5,000	
166 pile drivers	4,300	
154 weir scows	6,540	
		573,640
Total		2,182,059

Statement of the number of men engaged in the Fisheries of **New Brunswick,** 1905.

Number of men in vessels	1,336
" " boats	12,937
" persons in lobster canneries	5,133
Total	19,406

APPENDIX No. 10.

NOVA SCOTIA.

District No. 1—Comprising the four counties of the Island of Cape Breton.

Inspector A. C. Bertram, North Sydney.

District No. 2—Comprising the counties of Cumberland, Colchester, Pictou Antigonish, Guysborough, Halifax and Hants.

Inspector, Robert Hockin, Pictou.

District No. 3—Comprising the counties of King's, Annapolis, Digby, Yarmouth, Shelburne, Queen's and Lunenburg.

Inspector A. C. Robertson, Barrington Passage.

DISTRICT No. 1.

North Sydney, C.B., April 16, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit my annual report of the fisheries for the year 1905, for District No. 1, comprising the four counties of the Island of Cape Breton. Herewith I inclose, with report, the statistics, giving the products of the fishery for the year in kinds, quantities and values, together with value of plant and material employed.

I am pleased to report that there is a very marked increase for the year in the total value of the fishery, over that of 1904, of $174,078. This increase is made up in the general yields of all kinds: the leading commercial branches as compared with the previous yield in value as follows:—

	1904.	1905.	Increase.
Mackerel	$206,268	$318,174	$111,906
Lobsters	313,095	369,101	56,005
Herring	86,745	122,849	36,104
Haddock	80,175	97,929	17,754
Salmon	27,226	28,840	1,614

In order to see at a glance the result of the season's operations by counties, I submit the following compiled statement:—

County	1904.	1905.	Increase.	Decrease.
Cape Breton	$270,254	$341,314	$71,060	
Inverness	222,385	313,557	91,172	
Richmond	493,585	526,196	32,611	
Victoria	178,577	157,811	....	$20,766
	1,164,802	1,338,878	194,843	
			20,766	
Increase			174,077	

It will thus be seen that the season's operations have been successful. Of course the increased price of commercial fish has materially helped to swell the total values.

In the whole district the statistics show there were 109 fishing vessels employed against 111 and 634 men employed against 624 men of the previous year. The value of those vessels engaged in 1905 was $45,480, against a value of $45,975, in 1904. The boats used last season numbered 2,939, against 2,734 in the previous year, and the number of men employed was 5,237, against 4,866 men in 1904. The value of the boats employed last year was $64,215, against the value of $55,084. Thus while boat fishing increased by over 2 0, the vessels decreased by 2. There were 5,866 men engaged in the deep sea fishing last year against 5,490 in 1904. The total value of material used last year in the fishery was $572,165, against $498,268, during the previous season.

With the increase of trap-nets and bait freezers, the fishermen are not likely to be handicapped in future years by scarcity of bait. Last year seven trap-nets were set, an increase of three over the previous year, and 37 freezers and ice-houses last year, an increase of three over the previous year. The trap-nets employed next season will more than double those employed in 1905, with an increase of half a dozen freezers and ice-houses. The fishermen, therefore, are not likely to have so many weeks of enforced idleness as a result of 'no bait.'

Adverting to the employment of trap-nets, I may here state that on the northern coast of Victoria county during the first part of the season the quantities of haddock taken in two traps could only be handled with difficulty, so great was the catch. It is this evidence of immense school of haddock on that coast in the early season that has caused so many of the fishermen to apply for trap-net licenses for the approaching season. The owners of one of the trap-nets, through inexperience, allowed their fish to become damaged and unsaleable and lost money. There is no establishment yet started on the northern coast for the converting of haddock into the cured article, known as 'smoked finnan haddies.' From the immense quantities that can be taken, there is little doubt that an establishment for the curing of those excellent food fish would pay investors handsomely South Ingonish should be a very suitable place for such an establishment.

As year follows year there is no evidence of decrease in any kind of fish, either in deep-sea or river. Of course seasons bring forth failures in the fisheries, but these failures can be traced to weather conditions, scarcity of bait, or ravages of the dogfish pest. Before the arrival of dogfish during the last days of June, deep-sea fishing is good, but as soon as they make their appearance on the numerous banks which surround this island, food fish, particularly the cod family, disappear, dogfish taking possession of the various banks. In the autumn months, when mackerel take their departure for southern waters, dogfish also disappear. Thus they follow the mackerel schools from southern haunts and depart from our northern waters when mackerel take their departure in autumn.

I have in former reports referred to the dogfish pest. In this report I have nothing further to add. I do not think their numbers have increased during the past three years. Yet, with the exception of those taken by local fishermen for fertilizing purposes, and the few taken by some lobster packers for experimental canning, there has been nothing done in my district to exterminate them. That they are a great menace to the prosecution of deep sea fishing, there is abundance of evidence. That dogfish are the cause of the absence, during the past twelve years, of midsummer herring which previously made their appearance in large schools in our bays and harbours as regularly as the midsummer months came around, is beyond doubt. Those fish were the best of the herring family that visited our coast, and were considered equal in size and flavour to the No. 1 Labrador herring of years ago. Their absence, therefore, has been a distinct loss, not only to the average fisherman, but to the average farmer, who always had his gill-net ready for their appearance, and besides his supply of herring was able to realize many dollars for sale of his surplus.

With our fishermen fishing is pursued in a perfunctory way, as most of them have small farms which they cultivate, thus dividing the two occupations. That there is enough wealth in the sea for more energy and capital, all must admit. The quantities of fish taken on the Cape Breton coast by the local fishermen is not more than thirty per cent of its catch. Vessels from the United States, from Western Nova Scotia, P. E. Island, Newfoundland, St. Pierre and Miquelon fish during the summer months around our Cape Breton coast, their enormous catches never entering into the annual fishery statistics of Cape Breton. The fish taken by United States fishermen not only enter into the consumption of that country, but fresh and cured are exported to the Western Canadian markets. This Canadian market should be supplied by our own fishermen, but our own maritime people do not seem to possess the enterprise which their southern neighbours display so abundantly. The natural advantages are theirs, but somehow they do not seem to take advantage of their favourable position. Now that Canadian fish exporters have lost the Cuban market, which to them was so important at one time, one would imagine that they would get back at the United States by taking from them the Canadian market, but so far no effort has apparently been made to reach out for new markets. Possibly an increase in the Canadian duty on foreign fish might give the fishermen of the maritime provinces a portion of the Ontario market.

Cape Breton's inland sea, known as the Bras d'Or lakes, is a great resort for cod and herring, which can be caught all seasons of the year. That the fish find abundance of food in those waters is evident from their fat condition. It is not unusual to catch cod weighing over sixty pounds in the Bras d'Or lakes. Those fish are in abundance and are caught through the ice in winter as well as in open water in the summer months. Herring, too, are abundant in certain parts of the great lakes, and supply the home market as well as large quantities disposed of for bait purposes to vessels and lobster packers. No doubt with proper transportation and refrigerator cars, those fish could be disposed of with profit in the upper province markets Here again enterprise is conspicuous by its absence.

The Inverness salmon rivers were well supplied during the summer with salmon, and not for years was there such excellent angling in the Margaree river. The visitors from abroad to the Margaree river were delighted with this sport, and no doubt there will be an increased number of them from the United States and the upper provinces next summer. The result of the angling in the salmon and trout rivers last summer shows that water conditions have all to do with those fish entering the upper waters, as the rivers were well watered last summer. During low water in the rivers salmon and trout will not attempt to reach the fresh water pools,

All the other kinds of river fish were plentiful during the season, with the exception of alewives which, for some reason unknown, did not make their appearance in such large schools as in former years.

I have the honour to be, sir,

Your obedient servant,

A. C. BERTRAM,

Inspector of Fisheries.

DISTRICT No. 2.

ANNUAL REPORT OF THE FISHERIES OF DISTRICT No. 2, NOVA SCOTIA COMPRISING THE COUNTIES OF ANTIGONISH, COLCHESTER, CUMBERLAND, GUYSBOROUGH, HALIFAX, HANTS AND PICTOU.

Pictou, January 31, 1906.

To the Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit my annual report of the fisheries of District No. 2, Nova Scotia, together with tabulated returns showing the increase or decrease of each kind of fish.

The estimated value of all the fish taken during the past season is $2,441,155 which is about 32 per cent more than the estimated value of the catch for last year, and about 35 per cent above the average catch for the past 16 years; however, there is about 10 per cent of this increase, attributable to the large quantity of dogfish which were taken and used for fertilizer at the reduction works at Canso and rated as such.

Of the anadromous fishes the report shows an increase of about 7 per cent in the catch of salmon, a decrease of about 50 per cent in the catch of shad, a decrease of about 20 per cent in the catch of smelts, a decrease of about 8 per cent in the catch of alewives of the deep-sea fishes.

Codfish, there is a decrease of about 9 per cent; haddock, there is an increase of about 7 per cent; pollock, an increase of about 200 per cent; halibut, an increase of 400 per cent. Comparing the catch of the whole cod family including cod, haddock, hake and pollock, there is an increase of 23 per cent.

SALMON.

On the Atlantic coast of the counties of Halifax and Guysboro' there was an increase of about 50 per cent in the catch of these fish over that of last year, while on the Straits of Northumberland there was a decrease of about 10 per cent and in the Bay of Fundy counties a decrease of about 16 per cent.

The past season has been a most unfavourable one for the future of this fishery, owing to the condition of the rivers during the time the salmon usually ascend for spawning. So far as I can learn from residents near the rivers, the water has not been so low for forty years in the autumn months, the result being that the fish did not ascend until they were well advanced in the gravid state and comparatively helpless while the shallow water exposed them to the onslaught of poachers, and made their protection by the limited number of guardians a matter of great difficulty.

Some of the guardians did excellent work, however, and through the efforts of Guardians William Livingstone and Johnston Cameron in Pictou county, eight persons were summoned and seven convicted.

SHAD.

Last year I reported that the catch was the smallest since the year 1890. This year I have to report that there is a decrease in this season's results of 50 per cent from that of last year, the catch of the several years being as follows:

	Barrels of shad taken.
1890	756
1891	1,178
1892	1,811
1893	1,346
1894	981
1895	1,208
1896	1,090
1897	1,382
1898	2,777
1899	3,208
1900	1,375
1901	749
1902	948
1903	2,115
1904	644
1905	333

Overseer Davison, of Colchester county, says regarding this fishery : I know for a certainty that the month of May is the spawning season, and the Shubenacadie and Stewiacke rivers are the two rivers in which our shad deposit their spawn.

In former years he has had to report as many as 5,000 barrels exported from his division. Then the fishermen commenced operations about June 10, and the shad caught were very fat; so fat indeed that in frying them in a pan not only was it unnecessay to add any fat for cooking but there would be a surplus left in the pan. Occasionally a chance one which was not fat was taken and these are supposed to have come from the spawning grounds. He again urges the protection of the fish while in the rivers for spawning.

Overseer Campbell, of Cumberland, says that shad which used to be plentiful are now almost extinct.

Overseer James R. Mosher says that in his report four years ago, he had stated that if the shad were not protected, they would become extinct, and it has about come true for there were only 5 barrels taken last year, as compared with 750 in 1899, and that was only about one third of the quantity which used to be caught each season about 1875. He advocates a close time for five years and protection of the fish in the spawning waters.

ALEWIVES OR GASPEREAU.

The catch is the smallest during the past seventeen years and is about 9 per cent less than last year. On the Atlantic coast Overseer Rowlings reports them as very scarce and only about 5 per cent of what would be caught a few years ago were taken, nor can he account for this as there are several rivers with lakes for spawning to which they have access without molestation.

HERRING.

The catch was about 28 per cent greater than last year and a little more than the average catch of the past sixteen years.

MACKEREL.

Schools of spring mackerel first made their appearance about May 15, and good catches were taken in Guysboro county. The total catch for the district shows an increase over last year of about 40 per cent and more than an average of the past sixteen years by about 20 per cent.

HALIBUT.

The return shows the largest catch of these fish for sixteen years and is about 75 per cent larger than that of last year.

LOBSTERS.

The quantity canned in the district was about 2½ per cent less than last year, while the quantity exported fresh in shell was about 100 per cent more. Had this excess of fresh lobster been canned, it would have resulted in an increase of 7 per cent over the catch of last year.

It is to be noted that on the Atlantic coast and in the Straits of Northumberland the increase is nearly the same.

FISHWAYS.

During the past season fishways have been builtin the two dams on the River Herbert in Hants county and one in Guysboro county on a tributary of the St. Mary's river.

Fishways are recommended to be built in a dam at Aspen on the St. Mary's river by Overseer D. Reid, of Guysboro, and A.R. McAdams, of Antigonish; on a dam on the Lawrencetown river by Overseer George Rowlings, of Halifax; on dams on the Walton, Meander and St. Croix rivers by Overseer Jas. R. Mosher: on two dams on the River John, in Pictou county, by Overseer James Kitchin.

During the year forty-one persons have been convicted of violations of the Fisheries Act, and fines ranging from $1 to $100 imposed. A number of these convictions have been on view of the offence by the local officers, the others in the Inspector's Court.

For the first time since lobster canneries were licensed there was a reported violation in Cumberland county by licensed canners packing longer than the law allows; they were convicted on view and fined $100 each.

I have the honour to be, sir,

Your obedient servant

ROBERT HOCKIN,

Inspector of Fisheries.

DISTRICT No. 3.

ANNUAL REPORT ON THE FISHERIES OF DISTRICT No. 3, COMPRISING THE COUNTIES OF LUNENBURG, QUEEN'S, SHELBURNE, YARMOUTH, DIGBY, ANNAPOLIS AND KING'S.

Barrington Passage, N.S., May 2, 1906.

To the Dominion Commissioner of Fisheries, Ottawa.

Sir,—I have the honour to submit my annual report upon the fisheries of this part of the province, with the statistical tables showing the catch of fish and its value in the seven counties forming the said district.

The whole yield, as compiled from the returns of the different fishery officers, is valued at about four and a half million dollars, more than the value of the other two districts of Nova Scotia together. This amount exceeds the previous yield by over $135,000.

The following statement gives the relative importance of the different counties of my division, showing which have prospered or the contrary :

Counties.	1905.	1904.	Increase.	Decrease.
	$	$	$	$
Digby	1,314,057	1,242,407	71,650	....
Shelburne	1,173,501	941,173	232,328	....
Lunenburg	869,833	984,745	....	114,912
Yarmouth	712,625	871,179	....	158,554
Annapolis	182,810	93,274	89,536	....
King's	123,401	94,414	28,987	....
Queen's	122,824	136,824	....	14,000

REMARKS.

Of the four large producing counties, Shelburne makes the best showing with its surplus of nearly a quarter of a million dollars. This is attributed to the large capture of lobsters. Over three million pounds of live lobsters are reported as shipped, mostly to U. S. markets, from this county alone, being an increase of nearly nineteen thousand cwts. over the production of 1904. Line fish, as haddock and hake, also contributed very much to the surplus yield of Shelburne. Of the three smaller counties, Annapolis has almost doubled the catch of 1904. This large increase is also attributed mainly to the deep water species, as cod, haddock and hake, which were abundant in that locality.

Lunenburg, with its large fishing fleet, shows a falling off, ascribed chiefly to the shortage of cod and mackerel, proving that the bank fisheries were not proportionally remunerative to the shore fishing.

In Yarmouth, the decline is more apparent than real, as in former years the port of Yarmouth had the credit of all live lobsters shipped therefrom, while perhaps 40 per cent were captured in the neighbouring waters of Digby and Shelburne. This year this has been corrected. There seems to be also a large falling off in the catch of herring.

LINE FISH.

However, taken as a whole, the line fisheries of my district more than hold their own; in fact, haddock, hake and pollock all show fair improvement.

LOBSTERS.

Fewer lobsters were preserved in cans, but more were shipped fresh, bringing the total value to about the same as that of the previous season. The prices obtained for these live crustaceans are much higher than the rates used in the compilation for the statistics. Digby, Yarmouth and Shelburne being in close proximity to the Boston market, benefit the most by the remunerative prices now realized for live lobsters.

Herring yielded about the same as in 1904, but mackerel declined considerably, hardly more than half the previous value being realized.

CAPITAL INVESTED, ETC.

Nearly fourteen thousand persons found employment in the fishing industry of my district, about fifteen hundred of which work in the sixty-one lobster canneries dispersed over our sea coast.

The fishing crafts of this division are valued at $1,198,000, the gill nets, seines and other fishing implements represent $421,000 more. While $187,900 is invested in our lobster plant, the fish freezers, smoke houses and other fixtures in the fishing industry represent nearly another half million dollars.

I have the honour to be, sir,

Your obedient servant,

A. C. ROBERTSON,

Inspector of Fisheries.

APPENDIX 10—*Continued.*

FISHERY STATISTICS

NOVA SCOTIA

District No. 1.
" No. 2.
" No. 3.

NOVA SCOTIA, DISTRICT No. 1.

ISLAND OF CAPE BRETON.

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., also the Kinds of Fish Caught in the County of **Richmond**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear and Material.					Lobster Plant.		Kinds of Fish.								Number.
		Vessels.				Boats.			Gill nets.			Trawls.		Canneries.										
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	
	Richmond Co.			$			$				$		$		$									
1	Canso to Port Richmond....	5	137	3000	24	93	860	106	1250	24500	4800	28	140	....	...	500	....	....	1010	......	.....	975	....	1
2	River Inhabitants and vicinity	3	96	1550	18	73	730	87	870	17400	3350	22	110	....	..	....	....	....	450	......	.....	950	..	2
3	River Bourgeois and vicinity.......	18	500	10800	136	45	390	52	420	8400	1610	14	80	1	500	..	....	....	10	.....	....	175	15120	3
4	Arichat and Petit de Grat..........	16	278	6200	87	106	1200	145	690	13800	3450	165	825	2	2000	750	....	....	1180	7000	127000	55	38400	4
5	Cap Auguet to Port Royal, including Janvrin Island......	2	38	750	8	168	1650	219	545	10900	2750	215	1075	2	900	....	....	....	1200	5100	83400	445	28800	5
6	Rocky Bay and vicinity......... ..	1	19	300	7	59	730	97	325	6500	1650	45	225	1	300	....	....	..	437	3800	32400	160	8500	6
7	Descouse to Martinique....	4	174	2100	47	29	400	38	200	4000	1150	20	100	...	...	....	....	....	272	2700	10000	330	....	7
8	St. Peters and Grande Greve.......	1	22	400	5	28	380	70	100	2000	500	4	40	1	600	....	..	...	130	19000	16200	80	9120	8
9	Rockdale..	2	36	480	10	55	800	135	200	4000	1400	29	300	1	3000	....	....	....	350	10000	20000	900	22500	9
10	L'Ardoise, lower and west.........	7	130	4600	42	265	9650	570	3600	72000	38000	68	680	..	.....	1000	....	1400	650	29000	25000	6250	......	10
11	Grand River and Pt. Michaud......	1	22	700	6	47	900	94	400	8000	2000	31	170	1	1000	1000	325	....	100	1200	2700	700	22730	11
12	St. Esprit and L'Archevêque.......	..	..	......	....	27	420	86	160	3200	800	11	55	1	1000	....	120	....	45	1350	1000	225	28848	12
13	Framboise and vicinity............	..	....	....	...	30	600	82	96	1920	480	23	115	....	.....	....	....	....	40	1900	......	150	....	13
14	Fourchu................	1	18	600	4	38	2900	105	200	4000	2000	20	100	1	2000	....	75	....	60	1500	1000	140	63500	14
15	Irish Cove to Lynch River including Bar Head and Red Island	..	....	.....	..	60	250	85	80	1600	280	29	205	...	......	...	...	....	210	42000	.....	.....	...	15
	Total.......	61	1470	31480	394	1123	21860	1971	9136	182220	64220	724	3920	11	11300	3250	520	1400	6504	124550	318700	11535	237518	
	Values .... $	..	....	......	....	...	.....	....	....	.....	...	....	....	....	...	650	78	280	9268	1246	38244	173025	59380	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Richmond**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	KINDS OF FISH.																					Total Value of all Fish.	Number.
		Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Hake, Sound, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Clams, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.		
	Richmond Co.																						$ cts.	
1	Canso to Port Richmond..	....	105	...	....	....	....	...	....	....	....	...	400	....	....	...	32000	......	250	...	40	50	21,809 50	1
2	R. Inhabitants and vicinity	....	200	....	......	50	......	75	...	10	......	...	9000	10	....	....	1000	....	5	....	80	90	18,212 75	2
3	R. Bourgeois and vicinity .	.	3600	....	..	100	.	....	...	60	4000	...	500	...	...	...	26000	....	....	40	1440	150	25,292 00	3
4	Arichat and Petit de Grat.	220	3590	25	443200	1390	166000	380	600	810	150	...	500	....	35	25	24700	.....	445	1235	770	60	86,028 00	4
5	Cap Auguet to Port Royal, including Janvrin Island	708	1445	32	335000	1060	......	15	....	415	700	...	1400	15	70	75	66150	......	435	350	730	140	50,769 00	5
6	Rocky Bay and vicinity. .	180	380	17	2900	110	.	55	200	35	......	....	....	...	35	20	68000	....	17	240	340	110	17,173 25	6
7	Descouse to Martinique...	...	1379	10	2600	150	......	12	100	25	1350	....	7800	20	42	25	32400	.....	110	66	485	85	17,238 00	7
8	Grand Greve and St. Peters	35	205	....	6200	90	.....	15	6	115	460	700	4400	38	42	....	7000	2700	35	50	170	62	9,602 25	8
9	Rockdale............	...	750	3	17000	800	....	15	8	300	500	100	150	90	20	....	8000	5000	60	100	650	90	31,940 25	9
10	L'Ardoise, lower and west.	......	5800	18	27000	2700	....	18	11	1100	2200	300	..	390	11	3	6000	9000	80	325	5600	200	147,373 50	10
11	Grand River & Pt. Michaud	490	490	7	5800	140	......	27	11	160	1700	600	.....	43	30	20	6500	3500	22	63	440	52	29,234 75	11
12	L'Archevêque & St. Esprit.	160	450	6	4450	310	......	18	7	95	1900	650	......	45	27	2	8000	7000	43	102	350	55	16,848 00	12
13	Framboise and vicinity....	.....	350	5	2100	120	......	13	6	80	1700	395	......	15	22	8	6000	4700	22	48	250	160	6,022 75	13
14	Fourchu.....	375	900	5	1000	100	....	10	7	200	4000	340	......	25	15	10	8000	6000	60	100	700	150	27,131 25	14
15	Irish Cove to Lynch River, including Bar Head and Red Islands...........	......	510	6	....	......	......	15	6	85	..	1900	2400	25	67	....	2000	8000	....	...	400	23	5,461 25 *16.060 00	15
	Totals........... .	2168	20145	134	847250	7120	166000	668	962	3490	18660	4985	26550	716	416	188	301750	45900	1584	2719	12445	1477	....	
	Values .... $	10840	90652	1340	25418	21360	9960	1503	481	6980	1866	499	1328	2864	4160	564	9052	1377	6336	5438	3734	2216	526,196 50	

* Add in Nos. 4 to 7, 417,000 pounds of fresh cod, $12,510, also $3,570 of dogfish.

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., and the Quantity and Value of Fish in the County of **Cape Breton**, Province of **Nova Scotia**, for the Year 1905.

Number.	DISTRICTS.	FISHING VESSELL AND BOATS.							FISHING GEAR OR MATERIALS.							Lobster canneries, No.	Lobster canneries, Value.	KINDS OF FISH.						Number.
		Vessels.				Boats.			Gill-nets.			Trap nets.		Trawls.										
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.			Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	
	Cape Breton Co.			$			$				$		$		$		$							
1	Gabarus Bay and vicinity	..	....	....	...	60	7250	130	330	6470	3230	..	....	...	...	2	5500	4500	....	550	....	......	320	1
2	Louisburg	3	51	1500	15	45	1350	90	201	5025	2000	..	....	50	250	1	2000	..	..	120	......	1800	90	2
3	Big Lorraine and vicinity	..	....	....	....	20	1500	40	200	5000	1990	..	....	40	200	1	800	1200	2000	50	....	2600	56	3
4	Little Lorraine to Mira River, including Main-à-Dieu	2	27	550	7	66	1110	134	484	14710	10675	..	....	42	420	2	2650	8365	..	670	400	255	135	4
5	Scatarie Island	1	10	250	4	28	295	66	85	2550	1000	..	....	20	200	..	....	......	...	196	..	...	30	5
6	Port Morien	12	240	3000	60	85	1200	150	300	6300	2700	..	....	750	750	3	3000	...	...	1800	30000	1500	25	6
7	Schooner Pond and Glace Bay	2	36	600	10	32	550	64	125	2625	1250	..	....	300	300	..	....	......	....	3000	32000	2500	35	7
8	Lingan to Low Point and South Bar	1	18	400	6	33	600	48	126	2655	1260	..	....	500	500	2	5800	....	....	2400	18000	3300	35	8
9	The Sydneys and vicinity	..	....	....	....	56	575	90	190	875	980	..	....	165	276	..	....	350	...	3027	1000	1000	.....	9
10	Little Bras d'Or and Little and Big Ponds.	2	38	475	10	30	450	62	126	3150	435	1	400	48	144	..	....	......	....	60	......	1600	.....	10
11	Piper and Irish Coves, including East Bay and vicinity	..	....	...	....	90	1030	145	150	300	1045	..	..	90	340	..	...	......	....	2660	23100	......	.....	11
	Totals	23	420	6775	112	545	15910	1119	2317	49660	26565	1	400	2005	3380	11	19750	14415	2000	14533	104500	14555	726	
	Values $	..	....	...	....	..	.....	....	....	.....	......	..	...	...	....	..	....	2883	400	65399	1045	1747	10890	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Cape Breton, Province of Nova Scotia, for the Year 1905.

Number.	Districts.	Kinds of Fish. Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Squid, brls.	Fish oil, galls.	Fish as bait, brls.	Seal skins, No.	Total Value of all Fish. $	cts.	Number.
	Cape Breton Co.																						$	cts.	
1	Gabarus Bay and vicinity	76548	1725	2600	....	150	....	220	1500	400	43	60000	132	30	....	10	....	....	20	1300	25	..	53,512	50	1
2	Louisburg	858	500	800	6000	170	....	60	....	....	....	....	....	....	....	....	....	....	100	800	200	..	10,170	50	2
3	Big Lorraine and vicinity	354	40	700	....	60	600	18	....	....	..	....	..	....	....	..	....	....	40	700	100	..	7,541	50	3
4	Little Lorraine to Mira River, including Main-à-Dieu	98980	....	2083	....	472	....	700	2280	280	525	1130	33	....	....	....	....	....	12	530	64	..	49,679	60	4
5	Scatarie Island	....	....	474	....	95	....	23	1700	....	....	....	5	....	....	....	....	....	10	190	15	..	4,105	50	5
6	Port Morien	....	5000	1800	4000	500	30	25	1000	....	....	....	....	....	....	....	....	....	10	900	800	..	45,402	50	6
7	Schooner Pond and Glace Bay	....	3700	1300	....	350	70	80	1000	....	....	....	....	....	....	....	....	....	45	1100	1250	..	42,847	50	7
8	Lingan to Low Point and South Bar	48000	4000	1400	2000	110	54	90	3100	....	....	....	....	....	....	....	....	....	5	400	900	..	52,692	50	8
9	The Sydeys and vicinity	....	....	1640	1200	610	15	18	....	....	....	....	....	17	....	....	....	....	...	20	130	..	23,508	25	9
10	Little Bras d'Or and Little and Big Ponds	....	....	440	300	6160	....	2800	400	....	....	400	....	16	....	....	....	....	3	360	325	.	27,358	50	10
11	Piper and Irish Coves, including East Bay and vicinity	....	70	1470	....	....	....	510	....	4600	....	8600	82	212	35	..	7100	5900	...	200	218	16	24,496	00	11
	Totals	224740	15035	14707	13500	8677	769	4544	10980	5280	568	70130	252	275	35	10	7100	5900	245	6500	4027	16	....		
	Values $	56185	75175	66181	405	26031	1730	9088	1098	528	5680	3507	1008	2750	175	30	213	177	980	1950	6041	20	341,314	85	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of **Victoria**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.					Lobster Plant.		Kinds of Fish.							Number.
		Vessels.				Boats.			Gill-nets.			Trawls.		Canneries.									
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Salmon. smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	
	Victoria County.			$			$				$				$								
1	Little Narrows, both sides	....	....	....	....	36	482	45	73	1587	371	14	34	....	....	...	...	...	180	.....	....	...	1
2	Baddeck District	....	....	....	...	38	606	36	77	2236	695	10	58	...	....	300	...	...	100	54500	..	....	2
3	Boularderie	1	11	125	4	45	420	50	84	1845	460	18	90	..	..	15	..	....	184	32700	500	....	3
4	Englishtown to Cape Dolphin	....	...	....	....	50	455	58	122	3528	1065	30	158	....	......	4020	....	...	220	124400	100	....	4
5	North, Little and French Rivers and vicinity	....	....	....	....	107	1000	120	285	7143	1940	38	156	2	550	5275	860	....	350	57600	950	8	5
6	Wreck Cove to Smoky Head	....	...	....	..	18	198	26	53	1394	419	9	69	2	650	1470	...	...	45	3500	....	29	6
7	South Bay to Ingonish	..	..	....	....	75	1750	153	190	4280	1330	52	364	..	...	3000	...	....	25	......	....	12	7
8	Middle Head and N. Bay	....	....	...	....	129	1925	256	385	9625	2695	120	840	....	......	7000	....	1000	25	24000	1000	10	8
9	Neals Hr., Green Cove and New Haven	....	....	.	..	54	1860	98	138	2760	1380	28	536	4	780	300	....	....	....	....	....	...	9
10	Dingwell to White Point	..	....	....	....	47	800	94	143	5840	2440	20	100	2	800	5000	900	....	240	......	....	11	10
11	Sparling Brook to Mooney Point	....	....	....	..	14	140	28	32	1180	540	...	....	1	400	150	....	...	37	.. ...	....	3	11
12	Bay St. Lawrence and vicinity	....	....	....	....	33	565	83	88	2070	1250	14	198	1	500	3980	...	....	12	.....	...	1	12
	Totals	1	11	125	4	646	10201	1047	1670	43488	14585	353	2601	12	3680	30510	1760	1000	1418	296700	2550	85	
	Values $	....	....	...	....	....	.. ..	....	....	......	......	....	...	..	....	6102	264	200	6381	2967	306	1275	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Victoria**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Kinds of Fish and Fish Products.																		Seal-skins, No.	Total Value of all Fish.	Number.
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Eels, brls.	Oysters, brls.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.		$ cts.	
	Victoria County.																					
1	Little Narrows, both sides	...	...	330	...	...	...	...	...	...	2250	4000	50	195	1500	...	15	64	18	...	4,316 20	1
2	Baddeck District	...	6	75	...	1000	...	3	2	...	475	2300	25	...	1100	...	13	25	30	2	1,989 75	2
3	Boularderie	...	1361	203	...	...	17	5	40	1150	250	350	12	...	...	2	23	108	125	...	9,630 15	3
4	Englishtown to Cape Dolphin	...	754	200	...	150	50	25	210	325	50	500	9	...	...	...	52	232	105	...	8,834 35	4
5	North, Little and French Rivers and vicinity	28660	1555	140	...	200	40	10	75	125	450	2650	26	...	...	...	25	105	200	...	20,269 00	5
6	Wreck Cove to Smoky Head	18670	385	68		...	15	...	10	60	...	...	...	...	...	...	25	37	55	...	8,079 60	6
7	South Bay and Ingonish	...	...	4400	...	120	1200	...	1200	...	...	...	...	...	...	58	...	1400	80	...	27,468 10	7
8	Middle Head and N. Bay	...	...	2225	...	...	1313	...	75	1000	...	...	...	...	...	58	...	1040	60	...	17,058 00	8
9	Neals Hr., Green Cove and New Haven	51490	...	2210	3	...	410	...	28	1000	...	...	...	...	...	70	...	1490	280	22	25,468 00	9
10	Dingwell to White Point	14300	...	470	2	...	110	...	315	13000	...	...	...	...	...	30	...	8100	50	...	12,975 00	0
11	Sparling Brook to Mooney Point	27360	...	38	...	...	11	...	53	3000	...	...	...	...	...	30	...	40	15	...	7,850 00	11
12	Bay St. Lawrence and vicinity	22660	...	345	...	...	100	...	60	5300	...	...	...	...	...	...	...	470	23	...	*9,373 00	12
	Totals	163140	4061	10704	5	1470	3266	43	2070	24960	3475	9800	122	195	2600	248	153	13111	1041	24	....	
	Values	40785	20305	48168	50	44	9793	97	4140	2496	348	490	1120	975	78	992	306	3933	1562	30	157,811 15	

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* In this district add 750 tons of dogfish, $4,500.

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of **Inverness,** Province of **Nova Scotia,** for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.					Lobster Plant.		Kinds of Fish.						Number.
		Vessels.				Boats.			Gill-nets.			Trawls.		Canneries.								
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	
	Inverness Co.			$			$				$		$		$							
1	Meat Cove to Fishing Cove	..	..	......	.....	54	835	107	60	3210	1755	...	..	3	1200	18520	400	50	......	..	48	1
2	Eastern Harbour to Cape Rouge	22	300	6500	116	86	4690	178	165	4025	1795	39	500	3	1430	8600	...	525	......	......	330	2
3	Cheticamp Point and Lake	..	..	...	.....	30	950	50	40	800	475	4	65	2	1000	1100	1645	75	....	......	63	3
4	Margaree district including Island and River	..	.	.. .	.....	50	1870	78	73	3360	2880	9	315	2	600	17800	....	140	......	......	25	4
5	Belle Cote	..	....	..	....	19	1500	103	27	1660	1500	18	600	1	150	5160	....	50	.....	......	100	5
6	Doucett's and Delaney's Coves	..	. .	......	.....	23	1500	48	30	1750	1430	19	500	1	275	26100	....	75	. .	......	108	6
7	Sight Point to Mabou Harbour		....	......	.....	30	465	72	82	1805	655	14	70	1	800	800	430	120	25700	1100	... .	7
8	Port Hood to Seaside	..	....	....	...	90	1800	130	350	10500	3500	215	860	2	3000	....	....	450	......	... ..	28	8
9	Judique to Low Point	1	15	300	4	93	930	130	135	4050	1350	135	440	3	1300	2000	....	570	.. ...	. ....	6	9
10	Port Hastings and Hawkesbury	1	17	300	4	11	150	15	35	1050	350	....	......	....	....	6480	....	210	......	217800	3720	10
11	West Bay to River Dennis	..	....	... .	......	110	1318	142	418	8360	875	45	135	....	....	......	...	210	500000	....	......	11
12	Whycocomagh and Lake Anslie	..	...	....	......	29	290	47	45	1035	375	15	75	....	....	1500	....	20	6000	.....	....	12
	Totals	24	332	7100	124	625	16298	1100	1460	41605	16940	513	3560	18	9755	88060	2475	2495	531700	218900	4428	
	Values $	..	...	...	....	....	......	....	....	.. ....	..	....	.....	..	......	17612	371	11228	5317	26268	66420	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Inverness, Province of Nova Scotia, for the Year 1905.

Number.	Districts.	Kinds of Fish.																						Total Value of all Fish.	Number.
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Oysters, brls.	Clams, brls.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	Inverness Co.																							$ cts.	
1	Meat Cove to Fishing Cove. ...	40380	.....	565	....	....	....	. .	....	....	..	1000	....	....	....	....	....	....	12	......	265	550	....	18,399 00	1
2	Eastern Harbour to Cape Rouge	48290	....	3175	....	....	390	......	165	80	25	1000	....	....	..	145	....	20	930	455	1825	300	400	44,461 25	2
3	Cheticamp Point and Lake....	25390	...	360	....	..	30	......	20	....	7	200	....	....	....	40	....	30	45	12	175	60	....	10,722 25	3
4	Margaree district including Island and River	32375	1735	520	....	....	150	. ..	90	....	..	1200	500	....	20	5	....	..	50	80	225	110	30	25,233 75	4
5	Belle Cote	1824	115	1310	3	....	250	......	80	....	..	1000	250	..	5	....	....	....	50	100	500	100	100	11,538 00	5
6	Doucett's and Delaney's Coves..	14650	810	1165	2	....	140	......	80	....	..	1850	....	..	....	....	....	...	48	70	290	130	130	21,616 50	6
7	Sight Point to Mabou Harbour.	37825	1000	70	....	3300	....	. .	10	....	5	....	....	...	..	....	....	....	....	......	50	....	....	16,071 25	7
8	Port Hood to Seaside	61872	......	1440	....	....	550	1000	2080	..	..	....	200	1400	....	15	....	....	...	....	600	255	...	31,585 50	8
9	Judique to Low Point..........	49920	......	260	....	....	75	......	125	....	..	...	3000	1600	....	30	....	....	....	....	....	180	....	18,161 25	9
10	Port Hastings and Hawkesbury	....	2000	550	50	....	....	......	..	...	..	3000	....	1800	. ..	30	....	....	1050	50	....	25	....	102,179 50	10
11	West Bay to River Dennis.. ..	......	......	935	....	....	....	.....	...	....	..	...	...	....	....	62	300	....	....	.....	260	...	650	12,675 50	11
12	Whycocomagh and Lake Anslie.	......	. ...	22	....	....	...	......	....	....	..	....	150	....	50	15	....	....	..	......	..	....	....	914 00	12
	Totals...........	312526	5660	10372	55	3300	1585	1000	2650	80	37	9250	4100	4800	75	342	300	50	2185	767	4190	1710	1310	....	
	Values ....$	78132	28300	46674	550	99	4775	60	5963	40	74	925	410	240	300	3420	1500	150	8740	1534	1257	2565	655	313,557 75	

RECAPITULATION

Of the Yield and Value of the Fisheries of the Island of Cape Breton, for the Year 1905.

Kinds of Fish.		Quantity.	Rate.	Value.	Total Value.
			$ cts.	$ cts.	$ cts.
Salmon, fresh	Lb.	136,235	0 20	27,247 00	
" preserved in cans	"	4,755	0 15	713 25	
" smoked	"	4,400	0 20	880 00	
					28,840 25
Herring, salted	"	24,950	4 50	112,275 00	
" fresh	"	1,057,450	0 01	10,574 50	
					122,849 50
Mackerel, fresh	"	554,705	0 12	66,564 60	
" salted	Brls.	16,774	15 00	251,610 00	
					318,174 60
Lobsters, preserved in cans	Lb.	937,924	0 25	234,481 00	
" fresh in shell	Cwt.	26,924	5 00	134,620 00	
					369,101 00
Cod. dried	"	55,928	4 50	251,676 00	
" fresh	Lb.	417,000	0 03	12,510 00	
" tongues and sounds	Brls.	194	10 00	1,940 00	
					266,126 00
Haddock, dried	Cwt.	20,648	3 00	61,944 00	
" fresh	Lb.	865,520	0 03	25,965 60	
" smoked finnan haddies	"	167,000	0 06	10,020 00	
					97,929 60
Hake, dried	Cwt.	4,130	2 25	9,292 50	
" sounds	Lb.	1,042	0 50	521 00	
					9,813 50
Pollock	Cwt.	10,141	2 00		20,282 00
Halibut	Lb.	63,850	0 10		6,385 00
Trout	"	17,840	0 10		1,784 00
Shad	Brls.	568	10 00		5,680 00
Smelts	Lb.	111,280	0 05		5,564 00
Alewives	Brls.	1,043	4 00		4,172 00
Eels	"	1,155	10 00		11,550 00
Oysters	"	530	5 00		2,650 00
Clams	"	248	3 00		744 00
Flounders	Lb.	308,850	0 03		9,265 50
Tom-cod	"	54,400	0 03		1,632 00
Squid	"	4,262	4 00		17,048 00
Coarse and mixed fish	"	3,639	2 00		7,278 00
Fish oil	Galls.	36,246	0 30		10,873 80
Fish as bait	Brls.	8,255	1 50		12,382 50
Fish as fertilizer	"	1,310	0 50		655 00
Seal skins	No.	40	1 25		50 00
Dogfish					8,050 00
Total for 1905					1,338,880 25
" 1904					1,164,802 09
Increase					174,078 16

RECAPITULATION.

STATEMENT showing the Number and Value of Fishing Crafts, Nets, &c., in the **Island of Cape Breton**, for the Year 1905.

Articles.	Value.	Total.
	$	$
109 fishing vessels (2,233 tons) (634 men)	45,480	
2,939 fishing boats (5,237 men)	64,215	
14,583 gill-nets (316,973 fathoms)	122,310	
2 seines (170 fathoms)	550	
7 trap-nets	4,750	
3,595 trawls	13,461	
25 smelt-nets	475	
12,818 hand lines	15,801	
		267,042
58 lobster canneries (2,371 persons employed)	44,485	
136,914 „ traps	91,020	
		135,505
37 freezers and ice houses	17,265	
1,484 smoke and fish houses	42,874	
451 piers and wharfs	91,079	
67 tug steamers and smacks	18,400	
		169,618
Total	....	572,165

NOVA SCOTIA, DISTRICT No. 2.

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., also the Kinds of Fish, in the County of **Cumberland**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fish or Ma r.			Lobster Plant.		Kinds of Fish.								Number.
		Vessels.				Boats.			Gill-nets.			Canneries.										
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	
	Cumberland County.			$			$			$			$									
1	Pugwash, Gulf Shore and Malagash	1	14	250	2	83	2177	87	98	1960	483	28	23025	....	12	.	200	3900	348432	10	100	1
2	Port Philip, Northport and Amherst Shore	....	....	....	....	105	2000	180	230	6800	2300	9	850	....	70	32000	185000	....	27504	130	....	2
3	Wallace	....	....	....	....	10	124	10	....	....	....	....	....	....	....	....	....	....	....	....	....	3
4	River Philip	....	....	....	....	12	150	12	15	300	100	....	....	2000	....	....	....	....	....	....	....	4
5	LaPlanche, Nappan and Maccan	..	....	....	....	20	400	25	10	200	100	....	....	500	..	....	..	....	....	....	....	5
6	Minudie to Apple River	1	16	400	3	100	3000	140	300	8350	3600	....	....	3500	1000	....	....	....	....	200	100	6
7	Advocate	....	....	....	....	20	500	50	50	1500	600	....	....	1000	200	....	....	....	....	20	250	7
8	Spencer's Island	....	....	....	....	15	300	25	20	600	200	....	..	2500	220	....	....	....	....	25	100	8
9	Port Greville	....	....	....	....	50	750	100	100	2200	1000	....	....	1000	50	....	....	....	....	20	100	9
10	Parrsboro' and Two Islands	....	....	....	....	30	350	50	50	1250	500	....	....	1000	100	..	....	....	....	....	200	10
	Totals	2	30	650	5	445	9751	679	873	23160	8883	37	23875	11500	1652	32000	185200	3900	375936	405	850	
	Values $	....	....	....	....	....	....	....	....	....	....	....	....	2300	7434	320	3704	468	93984	2835	3825	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of, Cumberland, Province of, Nova Scotia, for the Year 1905.

Number.	DISTRICTS.	KINDS OF FISH.																			TOTAL VALUE OF ALL FISH.	Number.
		Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Eels, brls.	Oysters, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls	Fish as manure, brls.	Clams, brls.		
	Cumberland County.																				$ cts.	
1	Pugwash, Gulf Shore and Malagash	....	....	....	....	....	....	..	16000	...	....	....	440	....	....	....	....	710	3600	...	94,019 00	1
2	Wallace	....	....	....	....	....	....	....	8500	101	....	....	116	....	....	26	....	....	....	....	1,461 00	2
3	Port Philip, Northport and Amherst Shore	....	....	....	....	....	....	....	57000	75	1000	15	12	...	4500	....	..	3000	1500	35	21,126·00	3
4	River Philip	...	...	....	....	....	100	1	.....	5	....	15	5	....	..	....	..	....	..	....	615 60	4
5	LaPlanche, Nappan and Maccan	....	....	....	....	....	1000	....	...	50	500	5	....	..	....	....	..	....	....	....	500 00	5
6	Minudie to Apple River	1300	300	300	200	3000	1500	150	3000	60	1000	...	...	....	..	550	100	...	200	10	12,754 00	6
7	Advocate	1000	100	.. ..	400	1000	500	....	......	....	500	...	....	2000	...	200	260	....	250	20	4,438 00	7
8	Spencer's Island	....	..	50	50	1200	200	....	1000	20	....	...	....	1000	....	100	100	....	150	10	2,972 50	8
9	Port Greville	1500	40	...	60	2500	150	....	1200	25	....	...	....	....	....	....	100	....	200	12	1,879 00	9
10	Parrsboro and Two Islands	1000	....	...	50	2000	1000	....	1500	30	1000	....	....	....	....	....	200	....	150	100	2,610 00	10
	Totals	4800	440	350	760	9700	4450	151	88200	366	4000	35	573	3000	4500	876	760	3710	6050	187	....	
	Values $	144	1320	787	1520	970	445	1510	4410	1464	400	350	2865	150	225	1752	228	5565	3025	374	142,374 50	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of **Colchester,** Province of **Nova Scotia,** for the Year 1905.

Number.	Districts.	Fishing Boats.			Fishing Gear or Materials.						Lobster Plant.		Kinds of Fish.					Number.
		Boats.			Gill Nets.			Seines.			Canneries.							
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, fresh, lb.	Herring, smoked, lb.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	
	Colchester Co.		$				$			$		$						
1	Sterling	26	780	26	....	....	....	....	..	....	2	1200	....	....	....	36480	....	1
2	Stewiacke	140	1350	260	280	8400	2100	....	....	....	....	....	3000	....	....	....	....	2
3	Five Islands	6	180	12	....	....	....	1	500	300	....	....	3000	....	....	....	200	3
4	Economy	2	80	4	2	700	100	....	....	....	....	....	1800	1000	2000	....	10	4
5	Little Bass River to Highland Village	10	400	20	10	3250	600	....	....	....	....	....	14050	....	....	....	....	5
6	Great Village to Queen's Village	17	500	34	17	5200	1000	....	....	....	....	..	21080	....	....	....	....	6
	Totals	201	3290	356	309	17550	3800	1	500	300	2	1200	42930	1000	2000	36480	210	
	Values $	....	....	....	....	....	....	....	....	....	....	....	8586	10	40	9120	945	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Colchester**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Oysters, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.	Total Value of all Fish.	Number.
	Colchester Co.																$ cts.	
1	Sterling								12000			200			370		10,905 00	1
2	Stewiacke						890	25		180	3100						1,960 00	2
3	Five Islands	3000	20	10	5	3000	1100	2					160	25		300	2,798 00	3
4	Economy	300					9000	1					10	5			1,384 50	4
5	Little Bass River to Highland Village						600	4			300					675	4,290 00	5
6	Great Village to Queen's Village							17									4,386 00	6
	Totals	3300	20	10	5	3000	11500	49	12000	180	3400	200	170	30	370	975		
	Values $	99	60	22	10	300	1150	490	600	720	340	1000	51	45	185	1950	25,723 50	

RETURN showing the Number of Fishing Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of **Pictou**, Province of **Nova Scotia**, for the Year 1905.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.					LOBSTER PLANT.		KINDS OF FISH.							Number.
		Vessels.				Boats.			Gill-nets.			Trawls.		Canneries.									
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	Haddock, fresh, lb.	
	Pictou Co.			$			$				$		$		$								
1	West Pictou	2	114	5700	20	154	4620	158	130	1950	1078	30	300	14	12900	1400	125	8000	1400	281124	150	....	1
2	Pictou Island	..	....	....	...	95	2700	102	39	1200	320	....	..	3	11000	.....	100	10000	.	171600	...	...	2
3	Central Division	...	....	.....	...	10	250	12	20	400	160	....	..	....	..	......	....	....	....	..	....	....	3
4	Southern Division	....	....	.....	....	27	100	30	48	2600	1100	16	60	1	300	16500	....	40000	400	14112	35	1500	4
5	Merigonish Island	....	....	.....	....	13	240	14	20	1200	645	....	....	1	800	5000	....	5000	300	. .	5	400	5
6	North Beach	...	....	....	....	13	160	13	25	800	420	....	....	2	1100	6000	....	4500	400	13104	...	300	6
7	Ponds	....	....	...	....	12	150	14	30	1300	790	....	..	1	1200	5000	......	7000	600	32500	...	500	7
8	Lismore	...	....	......	....	12	170	12	21	1700	650	5	25	1	300	3400	....	1600	200	.....	....	500	8
	Totals	2	114	5700	20	336	8690	355	333	14150	5163	51	385	23	27600	37300	225	76100	3300	512740	190	3200	
	Values $	....	...	......	....	...	....	...	...	.....	....	....	...	....	....	7460	1012	761	396	128185	8 5	96	

RETURN showing the kinds and Quantites of Fish and Fish Products in the County of **Pictou**, Province of **Nova Scotia**, for the year 1905.

Number.	Districts.	Kinds of Fish.												Total Value of all Fish.	Number.
		Hake, dried, cwt.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Oysters, brls.	Tom cod or frost fish, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Clams, brls.	$ cts.	
	Pictou Co.														
1	West Pictou	20	300	....	35	....	28	700	15	20	850	2800	45	75,312 50	1
2	Pictou Island	....	......	......	.	......	......	......	......	......	200	1700	......	44,600 00	2
3	Central Division	....	1500	40000	......	25	25	......	......	......	......	......	......	2,525 00	3
4	Southern Division	10	400	1600	25	......	......	......	......	......	40	140	......	7,851 00	4
5	Merigonish Island	5	...	22000	......	......	......	......	......	......	30	......	......	2,276 75	5
6	North Beach	5	......	14000	......	......	......	......	......	......	25	130	......	5,391 75	6
7	Ponds	20	......	10000	5	12	......	......	......	......	42	330	......	10,195 00	7
8	Lismore	10	200	....	......	10	......	......	......	......	......	....	......	877 50	8
	Totals	70	2400	87600	65	47	53	700	15	20	1187	5100	45	....	
	Values $	158	240	4380	260	470	265	35	30	6	1780	2550	90	149,029.50	

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fish in the County of **Antigonish**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.					Lobster Plant.		Kinds of Fish.							Number.
		Vessels.				Boats.			Gill Nets.			Trawls.		Canneries.									
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Cod, dried, cwt.	
				$			$				$		$		$								
	Antigonish County.																						
1	Harbour Bouché, Linwood and Cape Jack....	1	17	150	5	79	882	92	260	7103	1352	62	207	1	1000	3100	492	1500	2375	13	59120	144	1
2	Tracadie, Bayfield, Monk's Head and South Side Antigonish Harbour	...	....	....	..	49	1027	55	94	1920	631	23	87	1	800	28500	74	28200	1500	3	27072	71	2
3	North Side Antigonish Harbour, Lakeville and South Side Cape George	....	....	....	..	54	826	79	135	2811	1018	46	231	2	2400	11800	95	3200	1550	1	56196	256	3
4	North Side Cape George and Georgeville......	...	....	....	....	18	255	30	45	846	240	20	112	1	800	1000	17	1500	900	2	13872	64	4
5	Malignant Cove, Doctor's Brook, Arisaig, Moidart and Knoidart	..	....	....	....	22	350	33	63	1260	322	20	100	1	1400	8700	20	1200	900	8	25824	58	5
	Totals......	1	17	150	5	222	3340	289	597	13940	3563	171	737	6	6100	53100	698	35600	7225	27	182384	593	
	Values... .... $	...	....	....	...	...	...	...	..	......	....	....	..	....	....	10620	3141	356	867	105	45596	2668	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Antigonish, Province of Nova Scotia, for the Year 1905.

Number.	Districts.	Kinds of Fish.																			Total Value of all Fish.	Number.
		Haddock, fresh, lb.	Haddock, dried, cwt.	Hake dried, cwt.	Hake, sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives and Gaspereau, brls.	Bass, lb.	Eels, brls.	Oysters, brls.	Clams, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	Antigonish County.																					$ cts.	
1	Harbour Bouché, Linwood and Cape Jack	600	27	71	110	23	150	....	250	1	1200	6	8	..	9434	...	59	474	316	830	600	22,663 75	1
2	Tracadie, Bayfield, Monk's Head and South Side Antigonish Harbour	1700	10	23	60	....	....	135	3300	6	2750	38	97	4	5600	350	1	15	72	204	270	15,934 85	2
3	North Side Antigonish Harbour, Lakeville and South Side Cape George	....	60	190	380	1	..	250	1000	...	....	7	....	..	8450	....	4	176	77	274	570	20,750 60	3
4	North Side Cape George and Georgeville	100	28	70	150	....	....	....	....	..	....	..	....	..	2200	.....	1	70	76	153	140	5,081 30	4
5	Malignant Cove, Doctor's Brook, Arisaig, Moidart and Knoidart	6500	20	268	550	..	....	150	......	1	200	...	....	..	......	..	1	102	292	157	260	10,620 10	5
	Totals	8900	145	622	1250	24	150	535	4550	8	4150	51	105	4	25684	350	66	837	833	1618	1840	....	
	Values $	267	435	1399	625	48	15	54	227	32	415	510	525	8	1284	17	264	1674	250	2427	920	75,050 60	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, etc., in the County of **Guysborough**, Province of **Nova Scotia**, for the Year 1905.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.								Lobster Canneries No.	Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.		
	Guysborough County.			$			$				$			$		$		
1	Ecum Secum					45	800	50	40	800	300	2	260	125			1	1
2	Marie Joseph	1	11	300	6	52	1000	42	55	1000	325						1	2
3	Liscomb and Spanish Ship Bay	1	11	250	6	85	2000	85	100	2000	600	2	250	150			1	3
4	Gegogin					27	600	26	35	760	300						1	4
5	St. Mary's Bay and River					35	400	30	70	2000	800						1	5
6	Wine Harbour					30	400	30	60	1600	450	2	200	120				6
7	Port Hilford and Lake	2	55	3500	20	50	800	40	85	1800	600							7
8	Holland Harbour and Indian River					16	300	18	25	500	200							8
9	Port Beckerton	2	45	3000	14	70	1400	40	120	2400	700	1	150	150			1	9
10	Fisherman's Harbour					35	800	38	70	1400	420						1	10
11	Country Harbour					15	150	12	30	700	250							11
12	Isaacs Harbour	2	43	1500	15	34	700	38	80	1600	500				1	100	1	12
13	Drum Head					50	1500	45	150	3000	900	2	180	180	1	500		13
14	Seal Harbour					35	1000	40	100	2000	600	1	100	50			1	14
15	Coddles Harbour					34	800	37	80	1600	500	1	100	50			1	15
16	New Harbour	1	17	600	7	90	3200	100	550	11000	3000	2	150	100			1	16
17	Tor Bay	1	10	500	3	25	1250	31	250	5000	2500						1	17
18	Larrys River	9	197	10000	46	84	6975	85	895	17900	8950							18
19	Charlo's Cove	3	32	1300	15	73	6200	70	470	9400	4700						1	19
20	Cole Harbour	2	23	1600	12	44	2045	38	446	8920	4460	1	100	200	1	500		20
21	Port Felix	5	72	4000	26	108	5420	108	980	19600	9800	1	250	350	1	500	2	21
22	White Head	7	93	5650	35	105	6190	100	785	15700	7850				2	1000	3	22
23	Raspberry and Dover	3	32	1600	13	51	2395	69	150	3000	1500	3	280	450	2	1500	3	23
24	Canso and Canso Tittle	20	364	21300	128	240	8600	280	1950	39000	19500	2	230	1900	14	7680	3	24
25	Fox Island Main					20	800	24	170	3400	1700				5	2500		25
26	Half Island Cove					50	2250	60	985	19700	9850	1	120	400	8	4800		26
27	Philips Harbour					35	1575	30	730	14600	7300							27
28	Queensport	1	29	1500	5	55	2200	66	645	12900	6450				8	4000	2	28

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, etc., in the County of Guysborough Province of Nova Scotia, for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.									Lobs er canneries, No.	Number.
		Vessels.				Boats.			Gill Nets.			Seines.			Trap Nets.				
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.			
	Guysborough Co.			$			$				$			$		$			
29	Peas Brook	...	...	...	...	36	1130	48	350	7000	3500	...	...	...	1	1000		...	29
30	Half Way Cove	...	...	...	...	68	2132	75	679	13580	6790	1	98	180	5	3500		...	30
31	Sandy Cove and Cooks Cove	...	...	...	...	54	1620	67	702	15010	7380	...	...	...	3	1600		...	31
32	Guysboro and Manchester	1	36	500	5	25	1000	30	320	7345	3840	1	100	500	2	1550		...	32
33	Port Shoreham	...	...	...	...	40	1400	50	405	8360	4150	...	...	...	...	...		...	33
34	St. Francis	1	25	2000	6	50	1500	60	640	12800	6400	...	...	...	...	...		...	34
35	Oyster Ponds	...	...	...	...	46	1450	55	520	10400	5200	...	...	...	...	...		...	35
36	Sand Point	...	...	...	...	30	1050	35	390	7800	3900	...	...	...	...	...		...	36
37	Steep Creek	1	24	1000	4	60	2550	65	985	19700	9850	2	160	600	...	...		1	37
38	Mulgrave and Aulds Cove	1	34	1000	7	15	450	15	190	3800	1900	...	...	...	...	...		2	38
	Totals	66	1153	61100	373	2017	76032	2132	15288	309075	147915	25	2728	5505	54	30730		29	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Guysborough, Province of Nova Scotia, for the Year 1905.

Number.	Districts.	Kinds of Fish.																		
		Salmon.			Herring.			Mackerel.		Lobsters.		Cod.		Haddock.			Hake.			
		Fresh, lb.	Preserved in cans, lb.	Smoked, lb.	Salted, brls.	Fresh, lb.	Smoked, lb.	Fresh, lb.	Salted, brls.	Preserved in cans, lb.	Fresh in shell, cwt.	Dried, cwt.	Tongues and sounds, brls.	Fresh, lb.	Dried, cwt.	Smoked finnan haddies, lb.	Dried, cwt.	Sounds, lb.	Pollock, cwt.	Number.
	Guysborough Co.																			
1	Ecum Secum	650	....	....	45	1000	....	100	10	7104	71	200	2	400	10	....	5	....	10	1
2	Marie Joseph	....	....	....	50	800	....	160	6	240	....	275	1	300	8	....	30	....	5	2
3	Liscomb and Spanish Ship Bay	600	....	100	375	2000	....	200	5	39824	260	450	3	500	25	....	5	....	25	3
4	Gegogin	1800	....	200	80	600	....	....	....	14736	....	200	2	200	4	....	2	....	5	4
5	St. Mary's Bay and River	8700	....	500	120	700	....	100	5	240	....	25	....	100	2	....	....	....	2	5
6	Wine Harbour	600	....	200	250	1000	....	....	1	....	....	35	....	300	5	....	....	....	2	6
7	Port Hilford and Lake	4800	....	500	250	1500	....	200	20	....	....	180	1	500	20	....	85	200	10	7
8	Holland Harbour and Indian River	200	....	....	90	100	....	....	3	....	....	25	....	100	3	....	....	....	2	8
9	Port Beckerton	200	....	....	375	1000	....	360	45	22368	110	560	2	300	50	....	30	100	60	9
10	Fisherman's Harbour	200	....	....	250	600	....	200	60	20640	120	140	1	100	5	....	10	....	15	10
11	Country Harbour	1000	....	....	60	500	....	500	....	....	....	50	....	....	2	....	....	....	....	11
12	Isaacs Harbour	1100	....	....	150	1000	....	600	35	27024	87	120	1	4000	20	....	5	....	75	12
13	Drum Head	....	....	....	225	1000	....	2000	50	....	....	560	3	80000	90	....	10	....	300	13
14	Seal Harbour	....	....	....	120	400	....	100	6	25824	160	275	1	2500	20		3	....	100	14
15	Coddles Harbour	....	....	....	75	400	....	100	5	19584	24	230	1	300	20	....	3	....	75	15
16	New Harbour	300	....	....	450	1000	....	1600	160	11856	44	800	4	600	120	....	38	100	550	16
17	Tor Bay	....	....	....	65	....	....	....	53	14448	....	613	....	....	58	....	39	30	138	17
18	Larrys River	....	....	....	449	....	....	....	349	....	....	1261	....	....	280	....	14	29	388	18
19	Charlo's Cove	....	....	....	339	....	....	....	180	35712	44	1000	....	....	299	....	50	100	573	19
20	Cole Harbour	....	....	....	235	....	....	....	100	....	....	680	....	15000	142	....	102	100	117	20
21	Port Felix	....	....	....	584	....	....	....	198	17088	10	1720	....	8500	814	....	118	170	671	21
22	Whtie Head	....	....	....	600	23600	....	18450	260	52860	339	2376	....	47400	849	2900	466	560	1090	22
23	Raspberry and Dover	....	....	....	90	19100	....	31650	20	61200	450	1934	....	....	650	....	150	160	416	23
24	Canso and Canso Tittle	10000	2000	2000	1000	464500	409000	857000	2137	81128	8734	7295	50	4275300	1420	610000	2200	12220	22473	24
25	Fox Island Main	1000	....	....	58	1000	....	8100	100	....	....	240	....	4800	21	....	5	....	53	25

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Guysborough**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Kinds of Fish.																		
		Salmon.			Herring.			Mackerel.		Lobster.		Cod.		Haddock.			Hake.			
		Fresh, lb.	Preserved in cans, lb.	Smoked lb.	Salted brls.	Fresh, lb.	Smoked, lb.	Fresh, lb.	Salted, brls.	Preserved in cans, lb.	Fresh in shell, cwt.	Dried, cwt.	Tongues and sounds, brls.	Fresh, lb.	Dried, cwt.	Smoked finnan haddies, lb.	Dried, cwt.	Sounds, lb.	Pollock, cwt.	Number.
	Guysborough Co.—Con.																			
26	Half Island Cove	1000	....	....	50	80000	.....	18000	1300	......	......	1120	....	100000	240	5000	336	1000	240	26
27	Philips Harbour	...	..	...	40	26200	.....	.....	360	....	.....	408	....	3400	200	..	60	140	15	27
28	Queensport	2000	....	.. .	200	60000	......	240000	1600	42624	42	950	....	200000	224	1500	560	500	2240	28
29	Peas Brook	.. .	....	....	48	35000	.....	....	375	......	.....	246	....	1800	167	....	83	30	15	29
30	Halfway Cove		...	....	80	74200	.. .	.. .	972	... ..	......	480	....	6000	200	.....	162	80	36	30
31	Sandy Cove and Cooks Cove	1770	....	....	88	26300	......	......	1154	......	..	278	....	1800	159	.....	69	40	224	31
32	Guysboro and Manchester	4500	....	..	50	12409	.....	11400	600	......	....	580	....	6800	40	...	70	200	95	32
33	Port Shoreham	1350	....	..	60	12200	......	4150	770	....	....	300	. ..	...	270	. ..	10	.... .	110	33
34	St. Francis	....	...	....	80	13500	....	6800	575	.	...	173	....	14060	194	....	165	60	50	34
35	Oyster Ponds	....	....	....	95	8600	...	4000	780	....	......	550	...	......	200	......	15	....	115	35
36	Sand Point	. ..	..	....	75	2200	...	1600	245	. .. .	....	176	....	.....	90	.. ...	40	.....	..	36
37	Steep Creek	....	....	....	370	11000	.. .	10000	900	.....	... .	95	....	....	40	....	170	400	20	37
38	Mulgrave and Aulds Cove	... .	...	...	50	10200	......	29500	150	....	....	79	....	180000	25	25000	10	20	85	38
	Totals	41770	2000	3500	7659	893600	409000	1408750	13589	494500	9895	26619	72	1955000	6986	643500	5120	16230	30400	
	Values	8354	300	700	34465	8936	8180	169050	203835	123625	69265	119786	720	148650	20958	38610	11520	8115	60800	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Guysborough, Province of Nova Scotia, for the Year 1905.

Number.	Districts.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or gaspereau, brls.	Bass, lb.	Eels, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Clams, brls.	Total Value of all Fish. $	cts.	Number.
	Guysborough Co.																			
1	Ecum Secum	1000	400	....	.. .	1	....	20	1000	800	.....	50	150	100	80	10	10	4,572	25	1
2	Marie Joseph	2000	100	....	....	.. ..	...	30	1000	600	100	50	200	120	.... .	15	8	3,117	75	2
3	Liscomb and Spanish Ship Bay	600	500	. ..	500	2	300	10	2000	1000	100	100	300	300	400	10	20	17,744	25	3
4	Gegogin	500	300	....	....	.. ..	.. .	5	800	600	.....	40	100	75	150	.....	6	5,912	00	4
5	St. Mary's Bay and River	150	4000	3	3000	4	300	10	500	600	.....	10	20	60	.....	.. .	5	3,581	50	5
6	Wine Harbour	200	100	....	....	...	....	6	600	500	....	25	20	65	.....	...	5	1,804	00	6
7	Port Hilford and Lake	2800	300	....	9000	1	....	6	1000	400	. .	30	100	80	.....	....	3	4,830	25	7
8	Holland Harbour and Indian River	400	500	...	....	. .	....	3	2000	100	....	15	15	75	...	3	2	999	25	8
9	Port Beckerton	500	......	...	.....	1	....	20	2000	800	.....	150	400	120	250	6	15	12,903	50	9
10	Fisherman's Harbour	300	100	....	100	.	....	3	1000	500	....	100	160	100	200	2	10	9,176	00	10
11	Country Harbour	200	1000	....	1000	1	200	6	.....	400	...	10	20	25	....	.....	.....	1,103	50	11
12	Isaacs Harbour	4000	600	. ..	500	.. .		15	1000	500	....	40	80	100	280	.....	6	10,874	25	12
13	Drum Head	9000	.....	....	......	2	.. .	6	2000	600	300	150	300	150	. ...	6	6	10,517	50	13
14	Seal Harbour	1500	300	....	....	....	...	8	2000	500	100	40	150	100	260	2	6	11,015	75	14
15	Coddles Harbour	2300	300	....	...	....	...	30	2000	500	100	40	150	100	200	3	5	8,237	00	15
16	New Harbour	4500	1000	....	1500	3	150	10	1000	1000	300	75	500	120	120	.....	.....	15,804	50	16
17	Tor Bay	700	.	...	....	2	....	20	.....	......	....	20	660	150	50	...	..... .	8,776	75	17
18	Larrys River	4500	1000	...	300	16	.	60	....	......	10	120	2000	550	....	....	....	17,521	50	18
19	Charlo's Cove	2680	900	. .	260	14	....	50	.....	.....	15	40	1690	340	360	.....	.....	22,390	50	19
20	Cole Harbour	......	2000	....	.. .	6	...	200	......	..	8	30	1000	200	.. .	.....	...	9,923	00	20
21	Port Felix	2500	1200	....	300	63	....	160	..	......	30	40	2850	590	170	....	.....	26,331	50	21
22	White Head	3240	400	...	200	12	....	40	.....	.....	80	100	3470	650	530	.. .	......	46,550	50	22
23	Raspberry and Dover	......	..	.	100	1	....	50	...	.....	5	25	1020	300	620	....	....	36,691	50	23
24	Canso and Canso Tittle	144780	1000	25	6000	500	2000	150	2000	.....	9470	200	46870	10000	33 1000	.....	....	773,861	50	24
25	Fox Island Main	.. .	..	...	... .	1	....	5	..	.....	300	200	500	80	..	......	......	6,271	25	25
26	Half Island Cove	......	....	...	.... .	5	..	....	.....	......	400	1000	1000	300	......	..	......	57,491	00	26
27	Philips Harbour	......	....	....	......	....	.	2	....	......	50	400	400	120	..	......	...	9,935	00	27
28	Queensport	5000	100	....	......	10	....	10	......	......	500	600	4000	300	430	......	......	88,392	00	28
29	Peas Brook	.....	. . .	....	......	....	.....	6	......	......	20	100	700	200	......	......	......	8,921	25	29
30	Halfway Cove	.....	600	....	......	....	....	20	......	......	100	200	690	400	... ..	.. .	......	20,965	50	30
31	Sandy Cove and Cooks Cove	30	700	....	2000	5	....	25	.. ..	. .	5	180	500	320	..	....	....	22,181	25	31
32	Guysboro and Manchester	500	1000	....	3500	15	....	40	......	......	.... .	20	580	130	... .	...	...	16,192	50	32

Return showing the Kinds and Quantities of Fish and Fish Products in the County of Guysborough, Province of Nova Scotia, for the year 1905.

Number.	Districts.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or gaspereau, brls.	Bass, lb.	Eels, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Clams, brls.	Total Value of all Fish.	Number.
	Guysborough Co.																		
33	Port Shoreham					5		25					470	180				15,793 50	33
34	St. Francis					6		20					280	300				12,975 75	34
35	Oyster Ponds					54		30					150	280				17,013 25	35
36	Sand Point					6		10			200		140	200				6,644 50	36
37	Steep Creek					10		15			300		120	300				19,521 00	37
38	Mulgrave and Aulds Cove				1000	4		30			1000		100	90				18,181 00	38
	Totals	493880	18100	28	29260	750	2950	1155	21900	9400	13493	4200	71855	17670	338100	57	107		
	Values	49388	1840	280	1463	3000	295	11550	1095	470	53972	8400	21556	26505	169050	71	214	1,385,018 75	

RETURN showing the Number of Fishing Vessels, Boats and Nets, &c., in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.								Lobster Canneries, No.	Number.
		Vesssls.				Boats.			Gill-nets.			Seines.			Trawls.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.		
	Halifax Co.			$			$				$			$				
1	North Shore	...	...	...	...	150	3,000	200	1,500	30,000	8,100	62	7,240	17,050	150	600	...	1
2	East St. Margarets	6	190	7,600	44	200	4,000	400	4,000	80,000	20,500	28	2,520	8,200	304	1,520	1	2
3	Indian Harbour	8	128	4,000	40	300	6,000	200	5,000	100,000	25,300	26	2,160	7,900	664	2,656	...	3
4	Peggy's Cove	...	...	...	...	60	1,200	70	1,500	30,000	8,100	26	2,440	7,900	140	760	...	4
5	Dover	4	120	2,000	25	250	5,000	200	1,800	36,000	10,800	86	8,340	31,400	700	2,800	...	5
6	Prospect	1	35	500	9	183	7,320	90	1,435	28,100	10,760	73	7,620	25,950	65	460	1	6
7	Terrence Bay	7	108	3,500	35	150	3,000	100	1,500	30,000	8,100	25	2,050	7,500	350	1,400	2	7
8	Pennant	3	59	1,500	15	36	720	40	200	4,000	1,600	10	1,060	3,000	144	576	...	8
9	Sambro	4	67	3,100	28	30	600	40	150	3,000	790	9	780	2,800	150	750	1	9
10	Ketch Harbour	2	30	625	8	35	700	30	600	1,200	3,160	13	1,450	3,950	80	320	...	10
11	Portuguese Cove	...	...	...	...	100	2,000	50	800	1,600	5,200	21	1,920	7,600	100	400	...	11
12	Herring Cove	6	192	3,500	42	140	2,800	160	375	7,500	2,075	40	3,350	12,250	500	2,000	...	12
13	Ferguson's Cove	...	...	...	...	40	800	20	100	2,000	1,100	4	350	1,350	40	200	...	13
14	Bedford and Grand Lake	...	...	...	...	11	220	15	23	160	195	4	340	1,350	...	...	...	14
15	Halifax	...	...	...	...	18	360	24	25	500	125	12	1,040	3,809	...	...	...	15
16	Dartmouth	1	49	5,000	10	4	20	4	6	360	35	...	...	...	...	...	...	16
17	Eastern Passage and Devil's Island	...	...	...	...	66	1,200	54	260	15,000	1,050	...	...	...	...	...	...	17
18	Cow Bay and Lawrencetown	...	...	...	...	22	475	22	75	4,500	380	...	...	...	...	...	...	18
19	Seaforth and Three Fathom Harbour	...	...	...	...	30	425	28	70	4,200	300	...	...	...	...	...	1	19
20	West Chezetcook	5	298	12,000	74	120	1,100	46	350	21,000	1,475	...	...	...	...	...	...	20
21	East Chezetcook	...	...	...	...	30	420	22	60	3,600	260	...	...	...	...	...	...	21
22	Petpeswick Harbour	...	...	...	...	40	650	36	70	4,200	340	...	...	...	...	...	1	22
23	Musquodoboit Harbour	2	53	1,700	12	54	1,100	43	85	5,250	375	...	...	...	...	...	...	23
24	Jeddore	6	133	4,500	30	68	1,560	50	150	9,000	650	1	60	30	...	...	1	24

RETURN showing the Number of Fishing Vessels, Boats and Nets, &c., in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.								Lobster Canneries, No.	Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.			
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.		
	Halifax Co.			$			$				$			$		$		
25	Clam Harbour and Owl's Head	1	14	300	4	80	1,650	56	255	15,500	1,100	5	4,320	795			2	25
26	West Ship Harbour	2	28	450	8	24	465	18	80	4,800	320						1	26
27	East Ship Harbour					24	711	27	82	1,640	246							27
28	Pleasant Harbour and Tangier	3	42	1,150	11	51	1,514	57	197	3,940	591				7	135	1	28
29	Pope's Harbour and Gerrard's Island	1	13	200	4	20	525	24	145	2,900	435	2	180	150	1	20	1	29
30	Spry Bay, Taylor's Head and Mushaboom	3	43	1,000	9	70	2,612	90	510	10,200	1,530				3	35	2	30
31	Sheet Harbour and Soler Island	4	87	2,300	18	34	1,175	53	185	3,600	95	2	135	70	8	114	1	31
32	Beaver Harbour and Port Dufferin					7	212	10	24	480	72	1	102	20			2	32
33	Quoddy and Harrigan Cove					11	234	14	16	320	48							33
34	Moser River and Smith's Cove					4	60	5	6	120	24							34
35	Mitchell's Bay and Ecum Secum					22	440	23	56	1,120	168	7	555	295	3	15	2	35
	Totals	69	1,639	54,925	426	2,484	54,207	2,321	21,690	466,080	115,399	460	48,012	143,360	3,409	14,701	21	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Halifax, Province of Nova Scotia, for the year 1905.

Number.	Districts.	Salmon.		Herring.			Mackerel.		Lobsters.		Cod.		Haddock.		Hake.		Pollock, cwt.	Halibut, lb.	Number.
		Fresh, lb.	Smoked, lb.	Salted, brls.	Fresh, lb.	Smoked, lb.	Fresh, lb.	Salted, brls.	Preserved in cans, lb.	Fresh in shell, cwt.	Dried, cwt.	Tongues and sounds, brls.	Fresh, lb.	Dried, cwt.	Dried, cwt.	Sounds, lb.			
	Halifax Co.																		
1	North Shore	2000	100	1300	1000	3000	60000	100		200	300	3	400	50	90	30	120		1
2	East St. Margarets	4000	100	2000	1000	5000	50000	150		1000	2800	6	200	60	1000	600	200	7000	2
3	Indian Harbour	3000	100	1200	800		65000	40		1000	1000	4	600	100	1200	700	200	8000	3
4	Peggy's Cove	3000		200	500		29000	10		500	250	1	500	50	75	25	80	600	4
5	Dover	6000	100	1300	300		70000	60		3000	600	12	600	600	1600	800	200	10000	5
6	Prospect	4000		1000	400		75000	21	348	2000	500	8	1000	250	900	400	200	8000	6
7	Terrence Bay	1000		700	500		40000	35	19200	1000	1000	7	1660	100	400	300	100	2000	7
8	Pennant	1200		100	400		25000	12		200	1500	12	1500	100	400	300	100	1500	8
9	Sambro	1200		100	300		1200	3	35424	1000	1500	8	1500	50	350	300	20	2000	9
10	Ketch Harbour	300		200	400		2000	2		200	400	6	8000	60	200	200	80	1300	10
11	Portuguese Cove	2000		700	300		45000			700	100	1	12006	25	200	150	40	2500	11
12	Herring Cove	1000		2500			10000			500	1000	12	25000	60	600	300	40	250000	12
13	Ferguson's Cove	2000		100	200		2000			700	100	3	2200	30	100	100	20	10000	13
14	Bedford and Grand Lake	2000		40	300		1500			50	80	2	2000		10		10		14
15	Halifax			10	500		1000			25	12		1000				10		15
16	Dartmouth			10							225			25			5	600	16
17	Eastern Passage and Devil's Island	160		60	5000		3000	8		5500	518	1	111500	16			28	4800	17
18	Cow Bay and Lawrencetown	400		55	500		350	6			77		1200				32	1500	18
19	Seaforth and Three Fathom Harbour	350		288			300	3			30			9			9	300	19
20	West Chezetcook			1040				21			2891	1		245			35	6420	20
21	East Chezetcook			32				2			105			27			13	580	21
22	Petpeswick Harbour			15	1000			1	33648	858	300		3500	44			65	520	22
23	Musquodoboit Harbour	2000	200	42	500			2			660		2000	65	4	6	55	1000	23

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Halifax**, Province of **Nova Scotia**, for the year 1905.

Number.	Districts.	Salmon.		Herring.			Mackerel.		Lobsters.		Cod.		Haddock.		Hake.				
		Fresh, lb.	Smoked, lb.	Salted, brls.	Fresh, lbs.	Salted, brls.	Fresh, lb.	Salted, brls.	Preserved in cans, lbs.	Fresh in shell, cwt.	Dried, cwt.	Tongues and sounds, brls.	Fresh, lb.	Dried, cwt.	Dried, cwt.	Sounds, lb.	Pollock, cwt.	Halibut, lb.	Number.
24	Jeddore	350	50	140	...	...	...	6	...	...	1527	...	19500	89	68	156	120	3550	24
25	Clam Harbour and Owl's Head	150	150	752	...	...	...	18	43392	595	323	...	...	22	52	120	13	2450	25
26	West Ship Harbour	...	...	88	...	...	...	12	...	...	76	...	...	16	13	18	10	370	26
27	East Ship Harbour	...	...	191	...	...	...	4	...	...	148	...	...	8	...	...	7	2790	27
28	Pleasant Harbour and Tangier	450	...	1769	...	...	...	39	...	...	620	...	...	98	14	26	53	2160	28
29	Pope's Harbour and Gerrard's Island	40	...	628	...	...	...	15	24480	91	150	...	...	4	20	24	16	1240	29
30	Spry Bay, Taylor's Head and Mushaboom	...	...	2175	...	...	180	53	54720	430	680	...	...	68	163	210	82	1000	30
31	Sheet Harbour and Sober Island	600	...	1060	...	...	200	6	384	147	270	...	...	25	109	196	11	2540	31
32	Beaver Harbour and Port Dufferin	...	...	42	...	...	...	1	56256	666	133	...	...	3	...	...	2	980	32
33	Quoddy and Harrigan Cove	...	...	314	...	...	...	4	75736	734	125	...	...	5	...	...	3	500	33
34	Moser River and Smith's Cove	500	300	2	...	...	...	...	...	...	15	...	...	2	...	...	1	...	34
35	Mitchell's Bay and Ecum Secum	...	...	156	...	...	...	32	63792	445	169	...	...	5	1	...	3	3690	35
	Totals	37700	1100	19919	13900	8000	480730	666	407380	21541	20184	87	195800	2611	7269	4961	2053	339890	
	Values $	7540	220	89635	139	160	57687	9990	101845	150787	90828	870	5874	7833	16355	2481	4106	33989	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1905—*Concluded.*

Number.	Districts.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Eels, brls.	Oysters, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Clams, brls.	Total Value of all Fish.	Number.
	Halifax Co.																	$ cts.	
1	North Shore	2000			60		3		20000	1800	200	110	200	40	90	4	40	21,269 50	1
2	East St. Margarets	1000	60		40		8		25000	60000	140	140	1000	90	100	1	45	48,282 25	2
3	Indian Harbour	500			30		6		30000	40000	90	150	1500	80		3	16	35,531 75	3
4	Peggy's Cove	30			20		1		10000	12000	12	85	300	24			10	11,893 25	4
5	Dover	400	25		40		6		12000	11000	15	600	2000	80	12		45	51,147 00	5
6	Prospect	400			55		4		11000	12000	18	1000	600	90	20		20	38,453 00	6
7	Terrence Bay	1000			40		10		20000	9000	18	600	700	100	200	3	28	31,319 75	7
8	Pennant	300			30		6		1000	10000	20	600	900	100	12		11	17,727 00	8
9	Sambro	300			20		3		1000	8000	15	1100	900	100	400		20	28,590 50	9
10	Ketch Harbour	100			68		4		2000	6000	12	760	200	60			10	8,214 00	10
11	Portuguese Cove	100			10		1		1600	5000	8	420	200	36			2	16,983 00	11
12	Herring Cove	90			12		6		1800	6000	25	310	1000	100	20		10	49,987 00	12
13	Ferguson's Cove	50			5		2		1000	4000	7	28	700	40			3	8,598 00	13
14	Bedford and Grand Lake	4600			75	100	8		500	1000	5		30	10			6	2,576 50	14
15	Halifax	800			1					1000	1			4				593 00	15
16	Dartmouth																	1,202 50	16
17	Eastern Passage and Devil's Island				8		4		7000				225	80			15	46,241 50	17
18	Cow Bay and Lawrencetown			1200	1		5		5000				25	10	8		5	1,473 50	18
19	Seaforth and Three Fathom Harbour	300		10000	10		5		5000				16	8	2		10	2 564 80	19
20	West Chezetcook	200		8000	6		6		8000				910	144			500	21,854 50	20
21	East Chezetcook	700		1350	5		7		8000				60	16			65	1,611 00	21
22	Petpeswick Harbour	1000		750	2		10		5000				130	32	340		70	17,172 00	22
23	Musquodoboit Harbour	1200		12000	1		10	5	6000				325	70			35	5,538 50	23
24	Jeddore	590		2000	2		12		9000				700	70			30	10,452 50	24
25	Clam Harbour and Owl's Head	370		2500	1		3		13000				140	36	440		200	22,256 50	25
26	West Ship Harbour	300		1000	8		5		5000				10	46			7	1,559 25	26
27	East Ship Harbour	100										50	198	10	50		2	2,115 90	27
28	Pleasant Harbour and Tangier	400					7					20	750	36	20		11	9,442 00	28

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Halifax**, Province of **Nova Scotia**, for the Year 1905—*Concluded.*

Number.	Districts.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Eels, brls.	Oysters, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	Clams, brls.	Total Value of all Fish.	Number.
	Halifax Co.																	$ cts.	
29	Pope's Harbour and Gerrard's Island	....	....	....	....	....	....	....	....	....	....	....	263	10	250	47	4	11,001 65	29
30	Spry Bay, Taylor Head and Mushaboom	....	....	....	....	....	15	....	....	....	....	....	666	30	560	....	9	31,986 65	30
31	Sheet Harbour and Sober Island	400	....	....	....	....	10	....	....	....	....	....	286	22	....	38	8	8,360 55	31
32	Beaver Harbour and Port Dufferin	....	....	....	....	....	15	....	....	....	....	....	56	2	570	....	3	20,100 30	32
33	Quoddy and Harrigan Cove	300	....	....	....	....	60	....	....	....	....	....	99	4	800	....	2	27,248 00	33
34	Moser River and Smith's Cove	....	....	....	....	....	30	....	....	....	....	....	7	....	....	....	....	546 60	34
35	Mitchell's Bay and Ecum Secum	....	....	....	....	....	....	....	....	....	....	5	124	8	640	....	2	21,780 95	35
	Totals	17440	85	38800	553	100	272	5	207900	186800	586	5978	15220	1592	4534	96	1244	... .	
	Values $	1744	850	1940	2212	10	2720	25	10395	9340	2344	11956	4566	2388	2267	120	2488	635,704 85	

RETURN showing the Number of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of **Hants**, Province of **Nova Scotia**, for the Year 1905.

Number.	DISTRICTS.	FISHING BOATS.			FISHING GEAR AND MATERIALS.							KINDS OF FISH.														TOTAL VALUE OF ALL FISH.	Number.
					Gill Nets.			Trawls.		Weirs.																	
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salt'd, brls	Cod, dried, cwt.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass. lb.	Flounders, lb.	Clams, brls.		
	Hants County.		$								$															$ cts.	
1	Maitland to Shubenacadie.....	25	360	35	50	1500	600	....	....	. .	...	9900	....	...	...	....	..	....	400	....	...	200	3750	500	....	3,220 00	1
2	Shubenacadie to Grand Lake.	60	480	60	80	720	400	....	....	....	. .	10000	...	....	....	....	....	. . .	500	15	....	110	4000	...	...	3,040 00	2
3	Hantsport to Windsor.......	4	100	4	8	1000	175	2	18	....	...	250	12	84	5	2	5	720	1000	2	....	30	...	.	10	843 50	3
4	Windsor to Noel.....	10	250	11	17	2800	610	.. .	....	6	300	900	10	50	20	5	10	250	1000	3	1000	60	600	..	50	1,146 25	4
	Totals...............	99	1190	110	155	6020	1785	2	18	6	300	21050	22	134	25	7	15	970	2900	20	1600	400	8350	500	60		
	Values ....$	....	...	....	...	. ..	....	....	...	....	....	4210	99	603	75	1575	30	97	290	200	50	1600	835	25	120	8,249 75	

RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 2, Province of **Nova Scotia,** with comparative statements of the increase or decrease for the years 1904 and 1905.

Kinds of Fish.		Quantity, 1905.	Rate.	Totals.	Quantities.	
					Increase.	Decrease.
			$ cts.	$ cts.		
Salmon, fresh	lb.	245,350	0 20	49,070 00	10,232	
" preserved in cans	"	2,000	0 15	300 00	2,000	
" smoked	"	4,600	0 20	920 00	2,029	
Herring, salted	brls.	30,175	4 50	135,787 50	9,415	
" fresh	lb.	1,052,200	0 01	10,522 00	....	478,175
" smoked	"	604,200	0 02	12,084 00	311,200	
Mackerel, fresh	"	1,903,905	0 12	228,468 60	....	384,085
" salted	brls.	14,282	15 00	214,230 00	8,667	
Lobsters, preserved in cans	lb.	2,009,420	0 25	502,355 00	....	51,256
" fresh, in shell	cwt.	31,841	7 00	222,887 00	15,892	
Cod, dried	"	48,780	4 50	219,510 00	....	4,908
" tongues and sounds	brls.	159	10 00	1,590 00	16	
Haddock, fresh	lb.	5,171,000	0 03	155,130 00	4,408,620	
" dried	cwt.	10,227	3 00	30,681 00	....	9,241
" smoked finnan haddies	lb.	643,500	0 06	38,610 00	....	27,650
Hake, dried	cwt.	13,448	2 25	30,258 00	6,449	
" sounds	lb.	22,441	0 50	11,220 50	18,943	
Pollock	cwt.	33,257	2 00	66,514 00	22,186	
Halibut	lb.	847,590	0 10	84,750 00	682,385	
Trout	"	57,625	0 10	5,762 50	12,125	
Shad	brls.	333	10 00	3,330 00	....	311
Smelts	lb.	261,410	0 05	13,070 50	....	68,786
Alewives or Gaspereau	brls.	2,322	4 00	9,288 00	....	211
Bass	lb.	22,950	10 00	2,295 00	12,600	
Eels	brls.	1,560	10 00	15,600 00	500	
Oysters	"	936	5 00	4,680 00	....	113
Flounders	lb.	258,984	5 00	12,948 20	57,134	
Tom-cod	"	201,750	5 00	10,087 50	152,800	
Squid	brls.	14,145	4 00	56,580 00	8,941	
Coarse or mixed fish	"	11,906	2 00	23,812 00	9,205	
Fish oil	galls.	88,858	0 30	26,657 40	....	2,932
Fish used as bait	brls.	25,807	1 50	38,710 50	8,711	
Fish products as fertilizer	"	355,994	0 50	177,997 00	329,643	
Seal skins	No.	153	1 25	191 25	....	83
Clams	brls.	2,622	2 00	5,244 00	678	
Total for 1905		....	....	2,421,151 45		
" 1904		....	....	1,758,282 30		
Increase		....	....	662,869 15		

RECAPITULATION.

SHOWING the Number and Value of Fishing Vessels, Boats, &c., in District No. 2, Province of **Nova Scotia**, for the Year 1905.

Material.	Value.	Total.
	$	$
140 vessels, (2,953 tons)	122,525	
5,804 boats	156,500	
39,245 gill nets, (849,985 fathoms)	286,508	
496 seines, (51,240 fathoms)	14,165	
76 trap nets	33,050	
6,887 trawls	47,886	
22 weirs	1,210	
232 smelt bag-nets	3,875	
14,526 hand lines	9,257	
		674,976
118 lobster canneries	107,875	
294,709 " traps	214,045	
		321,920
70 freezers and ice-houses	126,832	
1,824 smoke and fish houses	193,596	
927 piers and wharfs	166,694	
219 tugs and smacks	62,900	
2 clam canneries	1,150	
		551,172
Total		1,548,068

COMPARATIVE Statement of the Value of the Fisheries in each County of District No 2, Province of **Nova Scotia**, for the years 1904-1905.

County.	Value in 1904.	Value in 1905.	Increase.	Decrease.
	$ cts.	$ cts.	$ cts.	$ cts.
Antigonish	74,291 30	75,050 60	759 30	
Colchester	33,703 25	25,723 50		7,979 75
Cumberland	147,445 50	142,374 50		5,071 00
Guysborough	753,483 65	1,385.018 75	631,535 10	
Halifax	606,419 25	635,704 85	29,285 60	
Hants	6.855 25	8,249 75	1,394 50	
Pictou	136,084 10	149,029 50	12,945 40	
	1,758,282 30	2,421,151 45	675,919 90	13,050 75
		1,758,282 30	13,050 75	
		662,869 15	662,869 15	

NOVA SCOTIA—*Con.*

District No. 3.

FISHERY STATISTICS

COUNTIES OF LUNENBURG, QUEEN'S, SHELBURNE, YARMOUTH, DIGBY, ANNAPOLIS AND KING'S.

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c., Quantity and Value of Fish in the County of Lunenburg, Province of Nova Scotia, for the Year 1905.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.								LOBSTER PLANT.		KINDS OF FISH.						Number.
		Vessels.				Boats.			Gill Nets.			Seines.			Trap Nets.		Canneries.								
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	
	Lunenburg Co.			$			$				$			$				$							
1	Fox Point....	....	......	.....	...	120	2500	135	30	6000	1600	25	2500	9000	11	2000	..	....	140	....	25	300	400	100	1
2	Mill Cove	1	16	350	5	200	2320	220	30	8000	2400	22	2500	1500	10	2000	..	....	80	....	20	300	800	200	2
3	Lodge & N. W. Cove.	....	......	.....	....	75	1000	85	22	1900	370	17	2200	1650	9	1300	..	..	70	...	35	......	300	150	3
4	Aspotogan	....	....	......	....	45	360	60	4	1000	200	7	850	700	3	500	1	700	30	....	25	.....	50	75	4
5	Bayswater & Blandford.	....	....	.....	....	170	1750	190	8	2000	400	15	1400	780	8	700	..	......	45	....	30	.....	38	17	5
6	Deep Cove....	....	......	.....	....	20	140	22	2	200	100	4	559	500	2	180	..	...	20	....	10	...	20	15	6
7	Chester Bay.	1	40	900	6	152	3000	77	250	13500	3400	15	1200	3000	12	3000	2	1000	6000	350	10	1000	400	10	7
8	Mahone Bay and Martin River.... ..	24	2000	84000	408	215	3000	235	300	15000	4000	10	1000	2500	5	1250	..	.....	3000	110	85	500	3000	20	8
9	Little and Big Tancock Islands.... ...	....	......	......	....	360	7820	390	30	6600	1500	45	4400	4100	17	1800	..	......	170	....	700	500	500	150	9
10	Lunenburg Harbour to Kingsbury......	73	6214	372840	1161	630	15200	175	1300	26000	13000	6	600	1200	40	8000	1	200	......	....	650	6000	4000	130	10
11	LaHave River District	59	5262	315720	973	530	13200	154	1350	27000	13500	8	800	2000	8	1600	1	200	7500	....	3300	8000	2000	110	11
12	Petite Rivière to Port Medway...	4	253	15180	45	102	3500	67	800	16000	8000	2	200	400	2	400	..	......	10000	....	560	800	750	3	12
	Totals..	162	13785	788990	2598	2619	53790	1810	1126	123200	58470	176	18200	27630	127	22730	5	2100	27055	460	5480	17400	11658	980	
	Values.. ..$	...	....	......	....	...	.....	....	..	......	.....	....	.....	.....	....	....	..	....	5411	92	24660	174	1399	14700	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Lunenburg**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Kinds of Fish and Fish Products.																						Total Value of all Fish.	Number.
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost fish, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls		
	Lunenburg Co.																							$ cts.	
1	Fox Point	....	5	300	40	50	70	....	120	30	50	....	30	......	.. .	3	....	24000	150	300	100	300	20	5935 50	1
2	Mill Cove	...	8	200	1	30	150	....	25	....	15	.....	25	......	12	2	....	20000	150	30	100	400	20	6107 15	2
3	Lodge & N. W. Cove	......	13	95	.. .	70	70	...	30	....	30	....	....	.. ...	10	5	....	26000	.... .	95	55	86	....	4560 19	3
4	Apostogan	40000	8	20	....	25	10	....	18	...	16	......	....	....	....	....	....	12000	.....	45	30	50	....	12056 75	4
5	Bayswater & Blandford	.. ..	4	52	....	70	112	....	34	....	65	130	20	....	....	....	....	28000	100	190	48	190	...	2759 56	5
6	Deep Cove	..	3	30	....	25	20	....	10	...	5	......	....	......	..	...	.. .	10000	.....	75	20	12	15	1016 15	6
7	Chester Bay	40000	350	800	5	1000	25	200	20	10	12	400	600	1000	40	12	5	30000	1000	200	130	200	14	21115 00	7
8	Mahone Bay and Martin River	. .	10	30000	50	2000	60	400	400	100	170	15000	200	800	10	10	4	9000	4000	100	600	500	....	142051 50	8
9	Little and Big Tancock	.....	45	240	....	550	500	....	83	100	115	1600	....	......	....	....	....	51000	.....	890	430	1000	150	14186 25	9
10	Lunenburg Harbour to Kingsbury	18624	500	64115	60	6000	7705	....	3141	....	3135	63530	....	......	....	7	....	...	4000	....	35000	....	....	357863 75	10
11	La Have River District	4656	150	54922	35	9000	366	....	3	....	362	2265	. ..	10000	5	18	60	......	2000	....	30000	...	....	280688 25	11
12	Petite Rivière to Port Medway	......	400	2622	8	700	13	...	....	...	22	590	....	2000	40	12	...	......	1000	....	1500	....	....	21493 00	12
	Totals	103280	1496	153396	199	19520	9101	600	3884	240	3997	83515	875	13800	117	69	69	210000	12400	1925	68013	2738	219	....	
	Values......$	25820	14960	690282	1990	586	27303	36	8739	120	7994	8351	88	690	468	690	138	6300	372	3850	20404	4107	109	869832 96	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity of all Fish in the County of **Queen's**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.			Lobster Plant.		Kinds of Fish.							Number.
		Vessels.				Boats.			Gill Nets.			Canneries.									
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Salmon, fresh, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	
	Queen's Co.			$			$				$		$								
1	Port Medway	3	162	9125	34	82	2775	200	255	5000	2210	....	....	5900	480	500	...	....	......	.....	1
2	Mill Village	....	......	....	....	22	150	30	30	670	120	....	......	9000	1370	....	..	....	....	.....	2
3	Greenfield	....	.....	....	....	17	200	35	100	2000	50	....	......	3375	420	.....	......	....	......	....	3
4	Liverpool, Brooklyn and Gull Island	....	......	..	...	32	500	40	80	1600	400	1	2000	780	......	140	1200	900	7800	270	4
5	Western Head, Black Pt. and Moose Harbour	..	..	...	....	70	1600	72	380	7800	1900	....	......	....	....	210	300	....	500	300	5
6	White and Hunts Pt. and Summerville	1	14	150	4	38	680	42	150	3000	750	1	200	..	......	280	....	....	600	30	6
7	Port Mouton	3	36	500	10	80	1800	84	174	2000	870	4	1800	......	.....	850	6200	1800	......	20	7
8	Ports Joli and Hebert	....	......	......	....	58	1050	60	100	2200	650	2	350	....	.....	30	.....	.....	....	...	8
9	Eagle Head and Beach Meadows	...	....	.....	....	20	300	26	41	400	200	....	...	220	......	35	.....	.....	......	.....	9
10	Berlin, Milton and Kempt	....	......	......	...	50	750	60	100	2100	550	1	250	2100	.....	55	....	.....	......	....	10
	Totals	7	212	9775	48	469	9805	649	1410	26770	7700	9	4600	21375	2270	2100	7700	2700	8900	620	
	Values $	....	....	......	...	...	......	....	......	......	.....	....	......	4275	454	9450	77	54	1068	9300	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Queen's**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Kinds of Fish.																			Total Value of all Fish.	Number.
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Clams, brls.	Flounders, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.		
	Queen's Co.																				$ cts.	
1	Port Medway	....	....	2850	....	60	55	45	....	....	....	....	50	35	...	....	....	...	1500	....	17,744 75	1
2	Mill Village	....	....	....	....	....	...	....	....	3000	20	5490	150	15	....	....	....	....	....	....	3,498 50	2
3	Greenfield	....	....	....	....	....	....	..	..	4050	...	3100	200	10	...	...	....	...	....	....	2,219 00	3
4	Liverpool, Brooklyn and Gull Island	32480	400	520	920	50	15	20	1200	200	....	....	15	....	...	500	5	8	..	340	21,374 35	4
5	Western Head, Black Pt. and Moose Harbour	....	100	80	....	40	..	15	540	....	...	....	....	....	....	200	3	4	20	20	7,134 00	5
6	White and Hunts Pt. and Summerville	840	700	440	400	50	....	280	300	100	....	....	....	....	....	450	4	5	50	18	11,815 50	6
7	Port Mouton	86920	940	450	300	30	....	....	700	200	....	....	....	....	15	2100	18	15	70	160	38,023 00	7
8	Ports Joli and Hebert	20640	310	100	150	20	....	....	200	350	....	1000	30	20	25	1900	5	5	20	.	9,477 50	8
9	Eagle Head and Beach Meadows	....	....	60	400	30	....	850	....	150	....	....	....	...	....	1000	3	10	20	22	2,389 50	9
10	Berlin, Milton and Kempt	12400	250	40	300	400	....	520	410	2400	...	..	25	....	..	1250	2	5	....	10	9,148 00	10
	Totals	153280	2700	4540	2470	680	70	1730	3350	10450	20	9590	470	80	40	7400	40	52	1680	570	....	
	Values $	38320	27000	20430	74	2040	158	3460	335	1045	200	479	1880	800	80	222	160	104	504	855	122,824 10	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Kinds of Fish, &c.—**Nova Scotia**—*Con.*

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.							Lobster Plant.		Kinds of Fish.						Number.
		Vessels.				Boats.			Gill Nets.			Trawls.		Smelt Nets		Canneries.								
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	
	Shelburne Co.			$			$				$		$		$		$							
1	Woods Harbour	4	60	2860	20	150	6000	190	665	20000	5350	....	....	....	....	6	2400	....	400	....	....	....	....	1
2	Shag Harbour and Bear Point	3	52	2100	18	90	2960	105	1080	31500	8640	....	....	....	....	3	800	....	625	....	....	....	....	2
3	Cape Island	36	327	14400	140	520	39000	875	5000	85000	40000	....	....	....	....	5	2000	....	3500	....	....	....	....	3
4	Barrington	5	112	8000	35	64	1920	64	430	7310	3540	....	....	....	....	....	....	500	100	....	....	....	....	4
5	Ports La Tour and Baccaro	12	136	4800	60	415	8300	415	4000	68000	32000	....	....	....	....	1	100	....	1000	....	....	....	....	5
6	Cape Negro and Island and Port Clyde	3	41	1800	15	159	3710	160	2431	41330	19450	....	....	....	....	2	600	2400	225	....	....	....	....	6
7	N. E. and N. W. Harbour to Port Saxon	3	93	5000	27	20	500	20	150	4500	750	17	85	....	....	....	....	700	100	500	2000	100	....	7
8	Black Point to Round Bay	....	....	....	....	50	1250	100	600	18000	3000	40	200	4	165	....	....	....	70	300	3000	200	....	8
9	Roseway to Carleton and McNutt's Island	1	11	500	6	50	2500	100	300	9000	1500	60	300	....	....	....	....	....	100	500	300	500	....	9
10	Gunning Cove to Birchtown	....	....	....	....	30	750	60	150	4500	750	30	150	....	....	....	....	25	50	1000	1000	300	....	10
11	Shelburne and Sandy Point	8	428	25000	88	40	1100	80	500	15000	2500	75	375	....	....	1	700	550	515	1200	2000	200	2	11
12	Jordan	....	....	....	....	40	1000	70	300	9000	1500	40	200	3	120	....	....	632	280	1500	2000	100	....	12
13	Lockeport	14	435	20000	116	100	1500	250	500	15000	2500	200	1000	....	....	3	5200	150	675	3000	500	200	2	13
	Totals	89	1695	84400	525	1728	70490	2489	16106	328140	121480	462	2310	7	285	21	11800	4757	7640	8000	10800	1600	4	
	Values $	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	991	34380	80	216	192	60	

In Nos. 7 to 13 add 289 fishing dories, value $2,890.

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of Shelburne, Province of Nova Scotia, for the Year 1905.

Number.	DISTRICTS.	KINDS OF FISH.																					TOTAL VALUE OF ALL FISH.	Number.
		Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, lb.	Pollock, cwt.	Halibut. lb.	Trout, lb.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Clams, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	$ cts.	
	Shelburne Co.																							
1	Woods Harbour	177600	2765	6842	....	700	200	....	..	200	250	......	...	......	..	....	....	..	....	....	225	8000	117,752 50	1
2	Shag Harbour and Bear Point..............	91200	1740	2700	....	1100	225	...	...	1560	900	200	....	25	...	....	....	....	....	....	360	1500	61,558 50	2
3	Cape Island....	196224	9600	36250	...	9500	4000	....	...	19000	19000	....	..	......	....	75	...	...	....	...	2400	10000	319,986 00	3
4	Barrington..	......	1182	9000	..	1300	250	....	....	4700	360	300	....	380	25	....	....	..	....	...	170	2600	68,846 00	4
5	Ports La Tour and Baccaro.......	18182	7678	22000	....	1700	2700	5000	..	1275	4700	....	.	......	50	...	....	..	....	....	385	2200	200,212 00	5
6	Cape Negro and Island and Port Clyde... ...	44736	2950	26200	...	1200	1125	....	....	800	1275	400	...	160	....	....	....	....	....	....	750	1950	169,045 00	6
7	N. E. and N. W. Harbour to Port Saxon....	......	200	1000	3	1400	460	....	120	50	10300	500	200	40	3	60	300	400	2	....	175	12	10,468 50	7
8	Black Pt. to Round Bay.	...	600	150	1	500	280	...	2	10	510	225	200	200	7	10	1300	500	1	15	200	150	9,313 00	8
9	Roseway to Carleton and McNutt's Island......	.	440	260	1	500	330	....	7	122	2000	300	300	25	12	15	2000	400	1	10	150	75	8,114 25	9
10	Gunning Cove to Birchtown....	.....	200	100	....	1600	50	...	....	11	100	300	100	25	5	7	1000	1200	1	...	50	20	3,272 00	10
11	Shelburne and Sandy Pt.	22320	485	4300	3	4000	200	...	30	75	1115	5000	600	100	10	356	1500	1200	2	7	2137	80	35,998 60	11
12	Jordan	.....	225	200	1	1500	240	300	....	60	350	1000	2800	35	7	5	1000	1200	1	2	150	20	6,160 40	12
13	Lockeport	68400	3500	5000	5	5000	1500	....	430	1900	15000	600	500	20	7	200	1000	600	20	4	2500	350	90,775 00	13
	Totals......	618662	31565	114002	14	29400	11560	5300	589	29763	55860	8825	4700	1010	126	728	8100	5500	28	38	9652	26957	....	
	Values..........$	154665	315650	513009	140	882	34680	318	1325	59526	5586	883	235	4040	1260	1456	243	165	112	76	2896	40435	1,173,501 75	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity of Fish in the County of **Yarmouth**, Province of **Nova Scotia**, for the Year 1905

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.					Lobster Plant.		Kinds of Fish.								Number.
		Vessels.				Boats.			Gill Nets.			Trawls.		Canneries.										
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod dried, cwt.	Cod, tongues and sounds, brls.	
	Yarmouth Co.			$			$				$		$		$									
1	Yarmouth	8	396	11900	110	85	1275	165	520	10400	5200	250	2500	7	5200	1800	16480	700	15000	281808	20000	6572	20	1
2	Port Maitland	7	150	5300	35	35	527	60	90	1800	900	15	150	1	500	2000	2600	330	25000	47568	......	3695	15	2
3	Sandford	1	12	400	2	26	390	50	295	5900	2950	10	100	...	.....	2000	7090	350	25000	...	....	705	10	3
4	Arcadia	....	......	....	...	22	330	44	50	1000	500	...	...	1	500	......	14900	....	.....	37776	......	1163	..	4
5	Pinckney Point and Comeau Hill	2	28	950	6	54	810	108	185	3700	1850	....	....	...	....	......	3960	.. ..	....	......	....	462	....	5
6	Tusket	..	....	...	....	275	4125	275	1820	36400	18200	....	....	....	....	5500	2500	1500	.. .	.	....	.....	....	6
7	Tusket Wedge	15	158	6400	46	80	1200	160	200	4000	2000	20	200	1	1000	400	8200	.. .	...	134784	.... .	1255	10	7
8	Pubnico	17	900	57197	209	135	2025	270	170	3400	1700	10	100	3	2100	1200	6350	....	... .	185664	......	17835	35	8
9	Argyle	3	39	1200	9	45	675	90	120	2400	1200	5	50	2	1500	......	1500	..	.....	220368	.....	663	10	9
10	Eel Brook	..	....	.....	....	50	755	100	150	3000	1500	...	....	....	.....	.... .	......	....	....	...	....	...	..	10
11	Salmon River	1	20	800	6	40	600	80	120	2400	1200	....	....	....	.....	1500	......	....	... .	......	. ..	187	....	11
	Totals	54	1703	84147	423	847	12712	1402	3720	74400	33200	310	3100	15	10800	14400	63490	2880	65000	907968	20000	32537	100	
	Values $	..	....	.... ..	....	...	... ..	...	...	..	.....	....	....	...	....	2880	635	58	7800	226992	200000	146416	1000	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **Yarmouth**, Province of **Nova Scotia**, for the year 1905.

Number.	Districts.	Kinds of Fish.																		Total Value of all Fish.		Number.
		Haddock, fresh, lb.	Haddock, smoked, finnan haddies, lb.	Hake, dried, cwt.	Pollock, cwt.	Halibut, fresh, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Eels, brls.	Clams, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	$	cts.	
	Yarmouth Co.																					
1	Yarmouth	247820	3700	430	1287	49250	600	...	30000	......	...	35	3000	....	18	200	3000	350	200	322,404	90	1
2	Port Maitland	239470	1788	....	2497	59928	......	....	2000	......	....	12	....	......	12	2000	2000	100	550	56,538	00	2
3	Sandford	81730	6000	..	70	1787	......	...	1500	......	....	15	....	......	....	1000	500	75	300	12,397	60	3
4	Arcadia	29700	......	....	73	......	1000	....	7000	5	25	25	....	1200	....	5	50	....	....	16,694	50	4
5	Pinckney Point and Comeau Hill	18084	......	....	145	......	......	....	2200	......	22	70	....	......	13	55	200	40	....	3,703	12	5
6	Tusket	......	......	....	...	....	15000	125	25000	3500	65	20	....	8500	....	25	.....	500	....	20,900	00	6
7	Tusket Wedge	39490	......	....	39	100	.....	....	1800	.....	....	45	....	3250	50	400	1500	125	....	42,793	20	7
8	Pubnico	788480	......	700	4508	.....	....	....	22000	30	....	60	....	5500	70	40	3500	200	....	164,787	40	8
9	Argyle	22440	...	..	67	....	12000	....	1800	130	20	40	...	1800	....	....	....	150	....	61,366	70	9
10	Eel Brook	......	..	....	...	......	15000	....	2500	620	60	30	....	....	....	....	....	150	....	4,990	00	10
11	Salmon River	7200	......	....	25	......	9000	....	2000	700	50	25	..	3500	..	...	.....	125	....	6,050	00	11
	Total	1474414	27500	1130	8711	111065	52600	125	97800	4985	242	377	3000	23750	163	3725	10750	1815	1050	.....	.....	
	Values $	44232	1650	2543	17422	11106	5260	1250	4890	19940	2420	754	90	713	652	7450	3225	2723	525	712,625	42	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c.; and the Quantity of fish, &c.—*Continued.*

Number.	Districts.	Fishing Vessels and Boats.							Fishing Gear or Materials.								Lobster Plant.		Kinds of Fish.								Number.
		Vessels.				Boats.			Gill Nets.			Seines.			Trawls.		Canneries.										
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	
	Digby Co.			$			$				$			$		$		$									
1	Digby	14	557	10000	175	50	3750	60	63	1260	300	2	300	550	700	16300	..	....	200	150000	210000	100	...	10000	9680	25	1
2	Bay View and Culloden	..	...	......	..	30	1000	42	37	740	190	2	100	250	52	580	..	......	50	4700	.....	...	..	700	1240	22	2
3	Gulliver's Cove to Waterford	..	...	......	...	50	1280	59	48	960	232	4	110	115	48	595	..	....	30	580000	...	5500	.....	750	1055	25	3
4	Centreville	..	....	....	..	35	3200	50	50	1000	310	1	50	30	50	800	1	4500	400	100000	268900	1000	25728	400	4780	16	4
5	Sandy and Mink Coves	..	...	..	....	45	1210	40	78	1560	375	5	660	1025	55	950	3	2900	150	32200	22650	....	14630	750	1020	12	5
6	Little River and Whale Cove	1	14	1500	7	52	1425	76	72	1440	360	3	200	315	120	2400	1	1000	50	89700	50000	....	....	1600	1860	18	6
7	Tidville and East Ferry	..	....	....	....	26	750	36	25	500	115	..	...	....	38	650	..	....	50	65400	.....	....	....	360	700	8	7
8	Tiverton and Central Grove.	2	71	3000	30	120	6200	135	120	2500	620	3	250	550	185	3675	2	1800	500	83600	25000	....	3120	1800	9085	82	8
9	Freeport	12	342	8500	120	110	2750	122	110	2200	610	3	250	200	220	4400	..	.....	75	176800	......	....	.....	1030	20000	25	9
10	Westport	10	187	6000	95	140	3800	475	120	2400	600	11	600	2500	150	3000	..	....	80	230000	...	....	......	1480	8500	20	10
11	Smith's Cove & Brighton	..	..	......	....	20	350	30	16	320	165	5	230	210	10	200	..	....	104	677800	2000	1000	......	100	5092	8	11
12	Plympton to Weymouth	..	...	......	...	27	750	44	25	500	180	..	....	....	44	530	..	..	55	13500	....	....	.....	220	450	17	12
13	Belliveau's to Little Brook.	2	40	1600	15	75	1500	113	85	2125	850	1	52	20	60	600	..	......	....	456000	.....	...	......	......	220	....	13
14	Comeauville and Saulnierville	..	...	...	....	32	480	48	15	375	150	..	....	...	....	...	1	200	......	20000	.....	....	44160	.....	260	....	14
15	Metaghan and River	4	98	2100	28	40	800	70	35	1050	280	..	....	....	4	80	2	650	......	32000	....	...	57600	......	1310	...	15
16	Salmon River to Cape St. Mary's	8	144	2500	49	27	540	54	48	1200	480	.	....	..	....	...	1	300	500	4890	......	...	41376	......	2050	....	16
	Totals	53	1453	65200	519	879	2985	1454	947	20130	5947	40	2802	5795	1736	34760	11	11350	2244	2716500	578550	7600	186614	19190	67332	278	
	Values	..	...	....	....	....	....	....	....	....	....	..	....	....	....	....	..	.....	10098	27165	11571	912	46653	191900	302994	2780	

RETURN showing the Kinds and Qnantities of Fish and Fish Products in the County of **Digby**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Kinds of Fish.																		Total Value of All Fish.	Number.
		Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Clams, brls.	Flounders, lb.	Tom-cod or frost fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	$ cts.	
	Digby Co.																				
1	Digby	350000	2500	1264500	20600	6000	3500	100000	2500	3	3000	8000	500	200	1000	15370	5000	800	3900	365,133 00	1
2	Bay View and Culloden	156500	350	......	2363	1800	610	7150	30	....	...	...	975	......	61	500	750	720	620	29,860 00	2
3	Gulliver's Cove to Waterford	270000	1000	....	4712	1290	375	2000	50	...	2500	50	1475	....	761	1120	1000	500	1390	49,692 75	3
4	Centreville	425800	75	300000	10940	5000	550	5000	...	....	....	5	550	150	600	500	4410	600	2000	106,768 00	4
5	Sandy and Mink Coves	77410	850	54500	4170	1650	450	2110	30	...	500	35	900	....	13	65	1300	470	550	38,455 30	5
6	Little River & Whale Cove	286000	2400	110000	8430	5920	210	5500	....	....	....	20	1100	......	110	2650	2200	1000	4120	81,982 50	6
7	Tidville and East Ferry	117050	225	....	1350	1000	900	630	25	..	......	...	400	150	230	1300	1300	1000	500	22,975 00	7
8	Tiverton & Central Grove	300900	1060	55850	25225	5300	5140	10200	135	....	...	....	800	...	290	7195	8380	2190	3400	173,419 25	8
9	Freeport	162100	5000	.....	4000	3500	10500	30000	30	....	....	60	540	....	55	4000	7000	890	3900	171,012 70	9
10	Westport	100000	1500	3000	4000	3500	20000	130970	25	....	......	......	650	2000	505	4125	9000	900	4400	144,039 00	10
11	Smith's Cove & Brighton	21000	....	....	220	100	78	25	55	10	2300	510	1000	100	9	570	50	450	590	36,168 00	11
12	Plympton to Weymouth	137000	...	....	30	22	586	100	190	3	60000	1540	450	15000	2	56	115	680	390	18,110 00	12
13	Belliveau's to Little Brook	234000	......	....	....	......	820	......	....	....	......	125	...	......	..	...	140	970	......	15,957 00	13
14	Comeauville and Saulnierville	.....	...	....	......	.	130	....	....	....	....	.....	....	.....	..	....	......	160	......	12,910 00	14
15	Metaghan and River	2400	170	....	.....	.....	160	....	....	....	.....	250	....	......	....	.....	180	220	......	22,536 00	15
16	Salmon River to Cape St. Mary's	....	250	......	...	.....	400	6000	....	....	......	280	....	......	......	....	240	260	......	25,039 00	16
	Totals	2640160	15380	1787850	85140	35082	44409	299685	3070	16	68300	10875	9340	17600	3636	37451	41065	11810	25760	....	
	Values ....$	79205	46140	107271	192240	17541	88818	29969	307	160	3415	21750	280	528	14544	74902	12320	17715	12880	1,314,057 50	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity and Value of Fish in the County of **Annapolis**, Province of **Nova Scotia**, for the Year 1905.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.							KINDS OF FISH.			Number.
		Vessels.				Boats.			Gill Nets.			Trawls.		Weirs.		Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.				
	Annapolis County.			$			$				$		$		$				
1	Margaretsville	3	50	1000	9	10	200	12	20	600	200	10	100	....	....	....	200	2000	1
2	Port George	....	....	....	....	15	300	25	30	900	300	30	150	2	300	4000	300	2000	2
3	Port Lorne	2	26	600	12	15	300	30	30	900	300	30	150	....	....	....	350	1500	3
4	Hampton	....	....	....	....	12	200	18	25	700	250	35	175	....	....	....	400	1000	4
5	Phinney Cove	1	11	300	3	15	300	20	20	600	200	30	150	....	....	....	500	....	5
6	Parkers' Cove	2	60	1500	15	12	400	20	30	900	300	50	250	....	....	....	300	....	6
7	Hillsburn	1	15	275	4	15	450	25	20	600	200	40	200	....	....	....	100	....	7
8	Litchfield	1	10	300	3	10	300	20	20	600	200	35	175	....	....	....	125	....	8
9	Thorn's Cove	1	22	1000	8	4	100	6	....	....	....	50	250	....	....	....	....	....	9
10	Victoria Beach	1	49	1000	10	25	500	30	15	450	150	80	400	2	200	....	....	....	10
11	Clementsport	....	....	....	....	4	200	4	3	100	30	15	75	6	600	....	....	....	11
12	Lequille & Round Hill R's,&inland lakes	....	....	....	....	50	200	....	50	500	300	....	....	3	300	2800	....	....	12
	Totals	12	243	5975	64	187	3450	210	263	6850	2430	415	2075	13	1400	6800	2275	6500	
	Values $	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1360	10237	65	

RETURN showing the Kinds, Quantities and Values of Fish and Fish Products in the County of **Annapolis**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Kinds of Fish and Fish Products.															Total Value of all Fish.	Number.
		Herring, smoked, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Bass, lb.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	Annapolis County.																$ cts.	
1	Margaretsville	...	10	500	...	2000	600	300	150	400	...	...	...	100	50	...	6,785 00	1
2	Port George	...	30	500	...	2000	600	400	200	400	4000	...	...	150	60	40	8,935 00	2
3	Port Lorne	...	40	500	...	1500	700	300	200	400	1000	...	...	200	45	50	8,212 50	3
4	Hampton	...	50	400	...	2000	500	400	300	500	800	...	...	200	50	35	7,952 50	4
5	Phinney Cove	...	60	425	...	3000	900	1000	500	400	...	...	...	300	50	25	11,045 00	5
6	Parkers' Cove	...	70	400	...	2000	1000	2000	600	500	...	...	...	300	40	30	12,875 00	6
7	Hillsburn	...	70	300	...	1000	1200	2000	700	400	...	...	...	250	30	25	11,912 50	7
8	Litchfield	...	60	250	...	1000	1500	2500	700	500	...	...	...	260	60	40	13,980 50	8
9	Thorn's Cove	...	15	500	3	8000	9000	8000	1500	200	...	...	...	500	200	90	49,315 00	9
10	Victoria Beach	...	80	1000	4	9000	8000	7000	2000	1000	...	...	...	500	250	75	48,922 50	10
11	Clementsport	3000	...	100	...	...	300	200	100	75	...	...	...	...	...	...	2,060 00	11
12	Lequille and Round Hill R s, and inland lakes	1000	...	...	...	...	...	...	...	...	...	1700	650	...	...	...	815 00	12
	Totals	4000	485	4875	7	31500	24300	24100	6950	4775	5800	1700	650	2760	845	410	...	
	Values $	80	4850	21938	70	945	72900	54225	3475	9550	580	170	65	828	1267	205	182,810 50	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity and Value of all Fish in the County of King's, Province of Nova Scotia, for the Year 1905.

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.										KINDS OF FISH.				Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trawls.		Weirs.						
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	Salmon, fresh, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	
	King's County.			$			$				$			$		$		$					
1	Avonport and vicinity	....	....	.....	....	12	175	16	50	1500	650	3	1800	340	....	.	....	......	2480	.....	......	......	1
2	Wolfeville	1	15	300	3	2	40	4	2	40	20	..	....	......	....	......	....	......	1000	40	2000	.....	2
3	Starr's Pt. and Kingsport	....	....	......	....	7	90	10	2	40	20	1	1800	750	....	.....	1	250	150	18	9000	.....	3
4	Medford and Blomidon	....	.....	......	....	7	90	14	1	20	15	3	1900	300	....	.....	3	750	700	22	13000	800	4
5	Scott's Bay, Wells' Pt. and Whelan Beach	....	....	...	..	14	393	28	31	1220	245	4	3870	1800	8	125	5	1100	13000	213	15000	6000	5
6	Baxter Harbour	....	......	......	..	25	350	30	40	1000	300	1	100	75	10	150	1	250	8000	457	10000	......	6
7	Sheffield Vault and Race Point	....	......	....	....	4	50	6	....	...	....	2	300	200	....	.....	2	500	13000	415	17000	.. ..	7
8	Hall's Harbour	2	38	300	6	25	450	40	31	700	300	2	300	200	25	350	2	500	17000	1000	25000	30000	8
9	Hunting Pt. & Chipman Brook	1	14	150	3	14	240	16	14	410	150	2	350	225	10	150	2	500	15000	415	12000	10000	9
10	Canada Creek,	2	25	275	6	12	200	10	10	300	100	2	400	300	...	.. ..	2	500	14000	400	12000	4500	10
11	Harbourville	....	.....	.....	....	6	60	8	10	300	100	3	450	200	. ..	.. . .	3	750	5000	20	9000	800	11
12	Ogilvie Wharf to County line including Morden	....	...	.....	....	17	330	26	19	725	275	4	500	300	...	.. ..	4	1000	3500	76	2000	2000	12
	Totals	6	92	1025	18	145	2468	208	210	6255	2175	27	11770	4690	53	775	25	6100	92830	3076	126000	54100	
	Values $	....	... ..	.. ..	....	....	. ...	....	....	......	...	....	......	......	....	......	....	... .	18566	13846	1260	1082	

RETURN showing the Kinds and Quantities of Fish and Fish Products in the County of **King's**, Province of **Nova Scotia**, for the Year 1905.

Number.	Districts.	Kinds of Fish.																Fish Products.			Total Value of all Fish.	Number.
		Mackerel, fresh, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lb.	Trout, lb.	Shad, brls.	Alewives or Gaspereau, brls.	Bass, lb.	Clams, brls.	Flounders, lb.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	King's County.																				$ cts.	
1	Avonport and vicinity	...	, .	95	....	....	...	....	17	....	8600	2	152	20	..	...	.....	...	....	.....	2,447 50	1
2	Wolfeville	....	....	40	600	....	...	5	10	700	.....	2	....	....	....	....	.....	....	....	.....	719 25	2
3	Starr's Pt. and Kingsport	....	....	25	1000	...	....	....	30	500	......	1	5	100	25	....	800	...	10	10	2,163 50	3
4	Medford and Blomidon	....	....	23	1500	....	....	10	65	900	......	..	14	500	1000	1000	450	...	23	....	3,846 50	4
5	Scott's Bay, Wells' Pt. and Whelan Beach	950	131	55	6600	....	...	10	100	500	.....	1	10	550	....	....	2700	12	856	200	12,863 10	5
6	Baxter Harbour	100	5	300	5000	50	...	25	210	800	.....	....	10	175	....	....	1100	20	..	500	8,538 25	6
7	Sheffield Vault and Race Point	700	75	17	1100	..	....	...	100	....	.....	....	27	700	..	....	1600	...	210	....	9,474 00	7
8	Hall's Harbour	800	80	275	40000	156	600	70	600	1200	......	1	20	600	....	....	9500	35	300	4000	35,675 50	8
9	Hunting Point and Chipman Brook	900	229	110	20800	19	....	10	300	600	......	1	22	500	....	....	2600	....	410	9000	19,907 00	9
10	Canada Creek	600	55	25	9000	10	....	6	60	300	......	..	20	250	....	....	1000	....	300	700	8,913 00	10
11	Harbourville	400	50	40	3500	9	....	5	40	100	..	...	20	175	....	....	2500	....	200	800	7,954 75	11
12	Ogilvie Wharf to County line including Morden	1300	135	138	5200	15	..	10	620	1100	2500	....	45	350	....	...	2100	...	620	1000	10,899 00	12
	Totals	5750	760	1143	94350	259	600	151	2152	6700	11100	8	345	3920	1025	1000	24350	67	2929	16210	....	
	Values $	690	7600	5143	2831	777	36	340	4394	670	1110	80	1380	392	2050	30	48700	20	4393	8105	123,401 35	

RECAPITULATION

OF the Yield and Value of the Fisheries in District No. 3, Nova Scotia, for the Year 1905.

Kinds of Fish.		Quantity.	Rate.	Value.	Total Value.
			$ cts.	$ cts.	$ cts.
Salmon, fresh	Lb.	167,417	0 20	33,483 40	
" smoked	"	2,730	0 20	546 00	34,029 40
Herring, salted	Brls.	22,815	4 50	102,667 50	
" fresh	Lb.	2,945,590	0 01	29,455 90	
" smoked	"	653,030	0 02	13,060 60	145,184 00
Mackerel, fresh	"	100,508	0 12	12,060 96	
" salted	Brls.	1,604	15 00	24,060 00	36,120 96
Lobsters, cans	Lb.	1,969,804	0 25	492,451 00	
" fresh	Cwt.	76,196	10 00	761,960 00	1,254,411 00
Cod, dried	"	377,825	4 50	1,700,212 50	
" tongues and sounds	Brls.	598	10 00	5,980 00	1,706,192 50
Haddock, dried	Cwt.	61,280	3 00	183,840 00	
" fresh	Lb.	4,291,814	0 03	128,754 42	
" smoked	"	1,821,850	0 06	109,311 00	421,905 42
Hake, dried	Cwt.	115,364	2 25	259,569 00	
" sounds	Lb.	42,272	0 50	21,136 00	280,705 00
Pollock	Cwt.	95,537	2 00		191,074 00
Halibut	Lb.	565,975	0 10		56,597 50
Trout	"	88,620	0 10		8,862 00
Shad	Brls.	169	10 00		1,690 00
Alewives	"	6,927	4 00		27,708 00
Bass	Lb.	4,570	0 10		457 00
Smelts	"	194,190	0 05		9,709 50
Eels	Brls.	517	10 00		5,170 00
Flounders	Lb.	238,840	0 03		7,165 20
Tom-cod	"	59,250	0 03		1,777 50
Clams	Brls.	13.114	2 00		26,228 00
Coarse and mixed fish	"	67,541	2 00		135,082 00
Squid	"	3,867	4 00		15,468 00
Fish oil	Galls.	133,987	0 30		40,196 10
" as bait	Brls.	47,664	1 50		71,496 00
" as fertilizer	"	43,649	0 50		21,824 50
Total for 1905					4,499,053 58
" 1904					4,364,014 65
Increase					135,038 93

RECAPITULATION

Of the Value of Fishing Vessels, Boats, Nets, &c., in **District No. 3, Nova Scotia**, for the Year 1905.

Articles.	Value.	Totals.
	$	$
383 fishing vessels (19,138 tons)	1,039,512	
6,029 " boats	143,950	
1,134 " dories	14,640	
		1,198,102
585,745 fathoms gill-nets	231,402	
33,992 " seines	42,065	
137 trap-nets	42,030	
3,824 trawls	77,705	
62 weirs	13,800	
34 smelt-nets	915	
18,601 hand lines	13,213	
		421,130
61 lobster canneries	40,650	
160,147 " traps	147,242	
		187,892
186 fish freezers and ice houses	39,510	
1,585 smoke and fish houses	86,815	
701 piers and wharfs (fishing)	229,665	
129 fishing tugs or smacks	78,550	
		434,540
Total		2,241,664

Statement of Persons employed in the Fisheries of the above District (No. 3), 1905.

	No.
Men in fishing vessels	4,195
" boats	8,222
Persons in canneries	1,492
Total	13,909

RECAPITULATION.

SHOWING the Number, Tonnage, and Value of Vessels and Boats, and the Quantity and Value of all Fishing Materials, &c., in the Fishing Industry in the Province of **Nova Scotia** for the Year 1905.

Number.	COUNTIES.	FISHING VESSELS AND BOATS.							FISHING GEAR OR MATERIALS.										Number.
		Vessels.				Boats.			Gill-nets.			Seines.			Trap-nets.		Trawls.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.	
	District No. 1.			$			$				$					$		$	
1	Richmond	61	1470	31480	394	1123	21806	1971	9136	182220	64220	1	50	150	....	.....	724	3920	1
2	Cape Breton	23	420	6775	112	545	15910	1119	2317	49660	26565	...	.....	......	1	400	2005	3380	2
3	Victoria	1	11	125	4	646	16201	1047	1670	43488	14585	...	.....	......	6	4350	353	2601	3
4	Inverness	24	332	7100	124	625	16298	1100	1460	41605	16940	1	120	400	....	......	513	3560	4
	District No. 2.																		
5	Cumberland	2	30	650	5	445	9751	679	873	23160	8883	....	.	.....	..	......	82	830	5
6	Colchester	...	....	....	....	201	3290	356	309	17550	3800	1	500	300	....	. .	8	225	6
7	Pictou	2	114	5700	20	336	8690	355	333	14150	5163	....	.	.....	....	....	51	385	7
8	Antigonish	1	17	150	5	222	3340	289	597	13940	3563	....	..	....	....	......	171	737	8
9	Guysborough	66	1153	61100	373	2017	76032	2132	15288	309075	147915	25	2728	5505	54	30730	3164	30990	9
10	Halifax	69	1639	54925	426	2484	54207	2321	24690	466090	115399	460	48012	143360	22	2320	3409	14701	10
11	Hants	....	.....	....	...	99	1190	110	155	6020	4785	....	.....	....	....	...	2	18	11
	District No. 3.																		
12	Lunenburg	162	13785	783990	2598	2619	53790	1810	4126	123200	58470	176	18200	27630	127	22730	828	34625	12
13	Queen's	7	212	9775	48	469	9805	649	1410	26770	7700	10	1000	3500	1	600	20	60	13
14	Shelburne	89	1695	84400	525	2017	73380	2489	16106	328140	121480	3	220	450	4	2000	462	2310	14
15	Yarmouth	54	1703	84147	423	847	12712	1402	3720	74400	33200	....	.....	....	4	16000	310	3100	15
16	Digby	53	1453	65200	519	879	2985	1454	947	20130	5947	40	2802	5795	1	700	1736	34760	16
17	Annapolis	12	243	5975	64	187	3450	210	263	6850	2430	....	....	....	....	....	415	2075	17
18	King's	6	92	1025	18	145	2468	208	210	6255	2175	27	11770	4690	...	......	53	775	18
	Totals	632	24369	1207517	5658	15906	379305	19701	113910	1752703	640220	745	85402	191780	220	79830	14306	139052	

RECAPITULATION.

SHOWING the Number, the Quantity and Value of Fishing Materials, &c.—*Continued.*

Number.	COUNTIES.	FISHING GEAR OR MATERIALS.						LOBSTER PLANT.					OTHER FIXTURES USED IN FISHERIES.								Number.
		Weirs.		Smelt Nets.		Hand Lines.		Canneries.		Traps.		Persons employed in canneries.	Freezers and Ice houses.		Smoke and Fish houses		Piers and Wharfs.		Tugs, Steamers and Smacks		
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
	District No. 1.		$		$		$		$		$			$		$		$		$	
1	Richmond	....	....	25	475	5620	6215	11	11300	36250	26475	1435	3	3150	870	19100	215	11875	27	5500	1
2	Cape Breton	....	.	....	...	2557	2045	11	19750	39200	29700	475	4	3040	258	7947	138	20294	21	8500	2
3	Victoria	....	.. ..	....	....	1823	1588	18	3680	14064	10070	150	15	5875	171	7303	35	6850	4	720	3
4	Inverness	....	.....	....	....	2818	5953	18	9755	47400	24775	311	15	5200	185	8524	63	52060	15	3680	4
	District No. 2.																				
5	Cumberland	5	250	172	1928	1152	576	37	23875	48500	35290	296	....	......	96	6422	....	..	....	.....	5
6	Colchester	3	500	9	180	12	15	2	1200	3000	1600	24	...	.....	22	800	....	.. ..	....	.....	6
7	Pictou	..	.....	24	1025	80	40	23	27600	54959	32350	350	20	307	2	40	1	40	...	....	7
8	Antigonish	....	......	1	15	303	151	6	6400	21150	11290	152	3	4700	102	1097	2	2000	1	300	8
9	Guysborough	8	160	18	435	5571	4911	29	30800	88100	94740	457	33	111625	699	81685	218	116350	13	35675	9
10	Halifax	....	......	8	292	7343	3531	21	18000	79000	38775	278	14	10200	903	103552	706	48304	205	26925	10
11	Hants	6	300	....	....	65	33	....	......	.....	....	....	....	......	....	.....	....	.....	....	....	11
	District No. 3.																				
12	Lunenburg	....	.....	....	....	4130	2175	5	2100	20870	10165	195	5	1600	391	26050	322	66205	12	1000	12
13	Queen's	....	....	....	...	900	500	9	4600	19000	17000	90	52	2000	250	6400	24	2510	15	5000	13
14	Shelburne	....	......	7	285	6665	5556	21	11800	42700	42500	388	12	6650	369	21440	201	26600	37	16200	14
15	Yarmouth	7	1000	12	180	3940	2007	15	10800	40855	40855	630	30	17500	108	9115	44	58600	50	47475	15
16	Digby	17	5300	15	450	1882	1891	11	11350	35470	35470	189	51	10050	259	17255	110	75750	15	8875	16
17	Annapolis	13	1400	....	....	440	440	..	....	....	......	....	9	900	109	3025	....	......	....	.....	17
18	King's	25	6100	....	....	644	644	..	......	1252	1252	....	27	810	99	3530	....	......	....	......	18
	Totals	84	15010	291	5265	45945	38271	237	193010	591770	452307	5420	293	183607	4893	323285	2079	487438	415	159850	

SHOWING the Kinds and Quantities of Fish and Fish Products in the Province of **Nova Scotia**, for the Year 1905.

Number.	COUNTIES.	KINDS OF FISH.																		Number.
		Salmon, fresh, lb.	Salmon, preserved in cans, lb.	Salmon, smoked, lb.	Herring, salted, brls.	Herring, fresh, lb.	Herring, smoked, lb.	Mackerel, fresh, lb.	Mackerel, salted, brls.	Lobsters, preserved in cans, lb.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod tongues and sounds, brls.	Haddock, fresh, lb.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lb.	Hake, dried, cwt.	Hake sounds, lb.	Pollock, cwt.	
	District No. 1.																			
1	Richmond	3250	520	1400	6504	124550	....	318700	11535	237518	2168	20145	134	847250	7120	166000	608	962	3490	1
2	Cape Breton	1445	....	2000	14533	104500	....	14555	726	224740	15035	14707	....	13500	8677	....	769	.....	4544	2
2	Victoria	30510	1760	1000	1418	296700	....	2550	85	163140	4061	10704	5	1170	3266	....	43	....	2070	3
4	Inverness	88060	2475	....	2495	531700	....	218900	4428	312526	5660	10372	55	3300	1585	1000	2650	80	37	4
	District No. 2.																			
5	Cumberland	11500	....	....	1652	32000	185200	3900	....	375936	405	850	....	4800	440	....	350	......	760	5
6	Colchester	42930	....	....	......	1000	2000	....	......	36480	.....	210	....	3300	20	....	10	......	5	6
7	Pictou	37300	....	....	225	76100	....	3300	.. .	512740	......	190	....	3200	...	....	70	.... .	.... .	7
8	Antigonish	53100	...	....	698	35600	....	7225	27	182384	. ....	593	.. .	8900	145	....	622	1250	24	8
9	Guysborough	41770	2000	3500	7659	893600	409000	1408750	13589	494500	9895	26619	72	4955000	6986	643500	5120	16230	30400	9
10	Halifax	37700	....	1100	19919	13900	8000	480730	666	407380	21541	20184	87	195800	2611	....	7269	4961	2053	10
11	Hants	21050	..	....	22	....	....	....	......	. ...	......	134	...	....	25	....	7	....	15	11
	District No. 3.																			
12	Lunenburg	27055	....	460	5480	17400	....	11658	980	103280	1496	153396	199	19520	9101	600	3884	240	3997	12
13	Queen's	21375	....	2270	2100	7700	2700	8900	620	153280	2700	4540	....	2470	680	......	70	......	1730	13
14	Shelburne	4957	.. .	....	7640	8000	10800	1600	4	618662	31565	114002	14	29400	11560	5300	589	...	29763	14
15	Yarmouth	14400	....	...	......	63490	2880	65000	......	907968	20000	32537	100	1474414	......	27500	1120	.....	8711	15
16	Digby	......	..	....	2244	2716500	578550	7600	.....	186614	19100	67332	278	2640160	15380	1787850	85440	35082	44409	16
17	Annapolis	6800	....	....	2275	6500	4000	....	... ..	....	485	4875	7	31500	24300	....	24100	6950	4775	17
18	King's	92830	...	....	3076	126000	54100	5750	......	....	760	1143	....	94350	259	600	151	.....	2152	18
	Totals	549002	6755	11730	77940	5055240	1257230	2559118	32660	4917148	134961	482533	951	10328334	92155	2632350	132942	65755	138935	

SHOWING the Kinds and Quantities of Fish and Fish Products in the Province of **Nova Scotia**, for the Year 1905.

Number.	COUNTIES.	KINDS OF FISH.																	TOTAL VALUE OF ALL FISH.	Number.
		Halibut, lb.	Trout, lb.	Shad, brls.	Smelts, lb.	Alewives or Gaspereau, brls.	Bass, lb.	Eels, brls.	Oyster, brls.	Clams, brls.	Flounders, lb.	Tom cod or frost Fish, lb.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.		
	District No. 1.																			
1	Richmond	18660	4985	....	26550	716	....	416	....	188	301750	45900	1584	2719	12445	1477	....	....	*526,196 50	1
2	Cape Breton	10980	5280	568	70130	252	....	275	35	10	7100	5900	245	....	6500	4027	....	16	341,314 85	2
3	Victoria	24960	3475	....	9800	....	....	122	195	....	....	2600	248	153	13111	1041	....	24	†157,811 15	3
4	Inverness	9250	4100	....	4800	75	...	342	300	50	....	....	2185	767	4190	1710	1310	....	313,557 75	4
	District No. 2.																			
5	Cumberland	9700	4450	151	88200	366	4000	35	573	187	3000	4500	....	876	750	3710	6050	....	142,374 50	5
6	Colchester	3000	11500	49	12000	180	3400	....	200	975	....	....	....	....	170	30	370	....	25,723 50	6
7	Pictou	....	2400	...	87600	65	....	47	53	45	....	700	....	15	20	1187	5160	....	149,029 50	7
8	Antigonish	150	535	....	4550	8	4150	51	105	4	25684	350	66	837	833	1618	1840	..	75,050 60	8
9	Guysborough	493880	18400	28	29260	750	2950	1155	....	107	21900	9400	13493	4200	71855	17670	338100	57	1,385,018 75	9
10	Halifax	339890	17440	85	38800	553	100	272	5	1244	207900	186800	586	5978	15220	1592	4534	96	635,704 85	10
11	Hants	970	2900	20	1000	400	8350	....	....	60	500	....	....	....	....	....	....	....	8,249 75	11
	District No. 3.																			
12	Lunenberg	83515	875	....	13800	117	....	69	....	69	210000	12400	...	1925	68013	2738	219	....	869,832 96	12
13	Queen's	3350	10450	20	9590	470	....	80	..	40	7400	....	40	52	1680	570	....	....	122,824 10	13
14	Shelburne	55860	8825	....	4700	1010	...	126	....	728	8100	5500	28	38	9652	26957	....	....	1,173,501 75	14
15	Yarmouth	111065	52600	125	97800	4985	....	242	....	377	3000	23750	163	3725	10750	1815	1050	....	712,625 42	15
16	Digby	299685	3070	16	68300	....	....	....	..	10875	9340	17600	3636	37451	41065	11810	25760	....	1,314.057 50	16
17	Annapolis	5800	1700	....	....	....	650	....	....	....	....	....	...	....	2760	845	410	....	182,810 50	17
18	King's	6700	11100	8	....	345	3920	....	....	1025	1000	....	....	24350	67	2929	16210	....	123,401 35	18
	Totals	1477415	164085	1070	566880	10292	27520	3232	1466	15984	806674	315400	22274	83086	259901	81726	400953	193	8,259,085 28	

*In No. 1, add $16,060. †In No. 3, add $4,500.

RECAPITULATION

Of the Yield and Value of the Fisheries of the **whole** of **Nova Scotia** for the Year 1905.

Kinds of Fish.		Quantity.	Rate.	Value.	Total Value.
			$ cts.	$ cts.	$ cts.
Salmon, fresh	Lb.	549,002	0 20	109,800 40	
" preserved in cans	"	6,755	0 15	1,013 25	
" smoked	"	11,730	0 20	2,346 00	113,159 65
Herring, salted	Brls.	77,940	4 50	350,730 00	
" fresh	Lb.	5,055,240	0 01	50,552 40	
" smoked	"	1,257,230	0 02	25,144 60	426,427 00
Mackerel, salted	Brls.	32,660	15 00	489,900 00	
" fresh	Lb.	2,559,118	0 12	307,094 16	796,994 16
Lobster, preserved in cans	Lb.	4,917,148	0 25	1,229,287 00	
" fresh in shell	Cwt.	134,961		1,119,467 00	2,348,754 00
Cod, dried	"	482,533	4 50	2,171,398 50	
" fresh	Lb.	417,000	0 03	12,510 00	
" tongues and sounds	Brls.	951	10 00	9,510 00	2,193,418 50
Haddock, dried	Cwt.	92,155	3 00	276,465 00	
" fresh	Lb.	10,328,334	0 03	309,850 02	
" smoked (finnan haddies)	"	2,632,350	0 06	157,941 00	744,256 02
Hake, dried	Cwt.	132,942	2 25	299,119 50	
" sounds	Lb.	65,755	0 50	32,877 50	331,997 00
Pollock	Cwt.	138,935	2 00		277,870 00
Halibut	Lb.	1,477,415	0 10		147,741 50
Trout	"	164,085	0 10		16,408 50
Bass	"	27,520	0 10		2,752 00
Shad	Brls.	1,070	10 00		10,700 00
Alewives	"	10,292	4 00		41,168 00
Eels	"	3,232	10 00		32,320 00
Smelts	Lb.	566,880	0 05		28,344 00
Oysters	Brls.	1,466	5 00		7,330 00
Clams	"	15,984			32,216 00
Flounders	Lb.	806,674			29,379 90
Tom-cod	"	315,400			13,497 00
Squid	Brls.	22,274	4 00		89,096 00
Coarse and mixed fish	"	83,086	2 00		166,172 00
Dogfish	"				8,050 00
Fish oil	Galls.	259,091	0 30		77,727 30
" as bait	Brls.	81,726	1 50		122,589 00
" as fertilizer	"	400,953	0 50		200,476 50
Seal skins	No.	193	1 25		241 25
Total for 1905					8,259,085 28
Total for 1904					7,287,009 04
Increase					972,076 24

RECAPITULATION

Of the Capital invested in Fishing Vessels, Boats, Nets and other implements in all **Nova Scotia**, for the Year 1905.

Number and Description of Articles.	Value.	Total.
	$ cts.	$ cts.
632 fishing vessels (24,369 tons)	1,207,517 00	
14,772 " boats	364,665 00	
1,134 " dories	14,640 00	
		1,586,822 00
1,752,703 fathoms of gill-nets	640,220 00	
85,402 " seines	191,780 00	
220 trap-nets	79,830 00	
14,306 trawls	139,052 00	
84 weirs	15,010 00	
291 smelt-nets	5,365 00	
45,945 hand lines	38,271 00	
		1,109,428 00
237 lobster canneries	193,010 00	
591,770 " traps, &c	452,307 00	
		645,317 00
2 clam canneries	1,150 00	
293 fish freezers or ice houses	183,607 00	
4,893 smoke and fish houses	323,285 00	
2,079 fishing piers and wharfs	487,438 00	
415 " tugs and smacks	159,850 00	
		1,155,330 00
Total		4,496,897 00

Statement of persons engaged in the Fisheries of all **Nova Scotia**, 1905.

	No.
Men in fishing vessels	5,658
" boats	19,701
Persons in lobster canneries	5,420
Total	30,779

APPENDIX No. 11

REPORT ON FISH-BREEDING OPERATIONS IN CANADA

1906

REPORT OF PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND GENERAL INSPECTOR OF FISHERIES FOR THE DOMINION OF CANADA.

OTTAWA, October 15, 1906.

To the Honourable L. P. BRODEUR,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my twelfth annual report upon the operations carried on in connection with the artificial propagation and transplantation of valuable kinds of fish, native to the waters of the Dominion. In my report last year, I made special reference to the remarkable expansion of the hatchery work under the auspices of the Dominion Government. I pointed out that, in a period covering the last thirty years, the number of hatching establishments had more than quintupled. As a matter of fact, with the new hatcheries whose erection is either completed or in an advanced state, the department has now no less than thirty-two institutions devoted to the important object of incubating the eggs of valuable species of commercial and game fish; and attached to many of them are rearing tanks and retaining ponds, where the young fish are cared for and protected until they are some months old, or, in certain cases, until one to three years old. The Lake Lester ponds, province of Quebec, have been operated successfully as before, while the black bass ponds, on the Bay of Quinte, near Belleville, yielded an ample supply of healthy young bass. One of the important features of the past season was the completion of the first shad hatchery, on the shores of the Bay of Fundy, near Windsor, N.S., while the selection and preparation of a new salmon retaining pond to replace the old-established tidal retaining pond for parent salmon, at Carleton, N.B., has been a matter of great moment in the fish-culture scheme carried out by the department. The retention of salmon, taken in June and July, mainly from the net fishermen, or from departmental fishing stations, and kept in tidal water until October and November when they are matured and ripe for purposes of artificial propagation, has been an unquestionable success. When the late Mr. Wilmot tried it for the first time at Tadousac, in 1875, grave doubts were expressed as to the ultimate success of the experiment, but the fish remained in the salt-water inclosure in perfect condition, and the plan was extended; and the well-known salmon-pond at the mouth of the St. John River, N.B., has been a most valuable and reliable means of supplying a number of hatcheries with an abundance of healthy salmon eggs. The new pond at St. John, will, it is hoped, prove as reliable as the old pond which was an invaluable adjunct to the hatchery system of the maritime provinces.

Last year the total output of fry of all kinds showed a grand total of 627,541,000, exclusive of the yield of young black bass and brook trout, and of lobsters hatched in the sea from the 52,772 'berried' or egg-berring female lobsters liberated from the Gabarus lobster ponds operated as explained in my last year's report by arrangement with Mr. H. E. Baker, a prominent Cape Breton lobster canner. This year the lobster ponds at Fourchu contained in the course of the season the total of 42,066 egg-bearing lobsters, and after the conclusion of the fishing season these lobsters were liberated in the open sea and their eggs were hatched by the parent fish under natural conditions; the young fry thus scattered over the areas off-shore, which are Nature's nursery for these minute crustaceans.

During the season of 1906 a grand total of no less than 653,052,000 fry of various kinds of fresh water and marine fishes were planted from the Dominion Government hatcheries.

The table which follows shows the various species of fish and the total number of each kind respectively hatched and successfully planted from the different establishments operated by the department, during the year.

Atlantic salmon *(Salmo salar)*	11,705,000
B.C. salmon	78,025,000
Speckled trout *(Salvelinus fontinalis)*	738,000
Salmon trout *(Salvelinus namaycush)*	3,147,000
Grey trout *(Cristivoner namaycush)*	437,000
Pickerel or Doré *(Stizostedion vitreum)*	25,000,000
Lake whitefish *(Coregonus clupeiformis)*	63,000,000
Lobster *(Homarus americanus)*	471,000,000
Total	653,052,000

For facility of reference the detailed table below specifies the name and location of each hatchery, also the quantities of young fish and of eggs in an advanced condition supplied by each establishment respectively, and the species of fry or the kind of eggs so distributed during the season.

Number.	Name of Hatchery.	Number of Fry distributed.	Number of Eggs sent to other Hatcheries.	Species of fish.
1	Ottawa, Ont	812,000	100,000	Salmon Trout.
	"	67,000	...	Gray Trout.
	"	120,000	...	Atlantic Salmon
	"	124,000	...	Speckled Trout.
2	Newcastle, Ont	1,550,000	...	Salmon Trout.
3	Sandwich, Ont	63,000,000	...	Whitefish.
	"	25,000,000	...	Pickerel.
4	Gaspé, P. Q.	1,100,000	...	Atlantic Salmon.
5	Tadousac, P.Q	2,435,000	...	" "
6	Lac Tremblant	555,000	...	Salmon Trout
7	St. Alexis, P.Q	493,000	150,000	Speckled Trout.
8	Magog, P.Q	165,000	250,000	Salmon Trout.
	"	70,000	...	Speckled Trout.
	"	370,000	...	Gray Trout.
	"	20,000	...	Atlantic Salmon.
9	Bedford, N.S	1,000,000	...	" "
	"	51,000	...	Speckled Trout.
	"	20,000	...	Salmon Trout.
10	Margaree, N.S	910,000	...	Atlantic Salmon.
11	Windsor, N.S.	575,009	...	" "
12	Bay View, N.S	118,000,000	...	Lobsters.
13	Canso, N.S	71,000,000	...	"
14	Miramichi, N.B.	1,650,000	650,000	Atlantic Salmon.
15	Restigouche, N.B	1,575.000	...	" "
	"	45,000	...	Salmon Trout.
16	Grand Falls	1,350,000	...	Atlantic Salmon.
17	Shemogue. N.B	122,000,000	...	Lobsters.
18	Shippegan, N.B	70,000,000	...	"
19	Charlottetown	90,000,000	...	"
20	Kelly's Pond	720.000	...	Atlantic Salmon.
*21	Selkirk, Man	...	...	Whitefish.
*22	Berens River, Man	...	...	"
23	Fraser River, B.C	9,130,000	...	B. C. Salmon.
24	Granite Creek, B.C	10,888,000	4,500,000	"
25	Skeena River, B.C	3,784,000	...	"
26	Harrison Lake, B.C	28,773,000	...	"
27	Nimpkish, B.C	4,873,400	...	"
28	Pemberton, B.C	17,450,000	8,833,000	"
29	Rivers Inlet, B.C	8,000,000	...	"

* Not in operation last year.

FISH-

Statement showing the places where and the years in which the Dominion fish establishment annually since the commencement

Number.	Year.	Ontario.			Quebec.		
		Newcastle.	Sandwich.	Ottawa.	Magog.	Tadousac.	Gaspé.
		Fry.	Fry.	Fry.	Fry.	Fry.	Fry.
1	1868-73	1.070,000	....	....	....	....	....
2	1874	350,000	....	....	....	....	....
3	1875	650,000	....	....	....	60,000	110,000
4	1876	700,000	8,000,000	....	....	150,000	50,000
5	1877	1,300,000	8,000,000	....	....	1,180,000	1,051,000
6	1878	2,605,000	20.000,000	....	....	707.000	650,000
7	1879	2,602,700	12,000,000	....	....	1,250,000	1,597,000
8	1880	1,923.000	13,500,000	....	....	1,155,000	730,000
9	1881	3,300,000	16,000,000	....	200,000	334,000	500,000
10	1882	4,841.000	44,000,000	....	975,000	660,000	530,000
11	1883	6,053,000	72.000,000	....	250,000	995,000	520.000
12	1884	8,800,000	37.000,000	....	100,000	985,000	859,000
13	1885	5,700,000	68.000,000	....	300,000	720,000	290,000
14	1886	6,451,000	57,000,000	....	1,400,000	1,627,000	576,000
15	1887	5,130,000	56,500,000	....	675,000	900,000	630,000
16	1888	8,076,000	56,000,000	....	3,475,000	850,000	800,000
17	1889	5,846,500	21,000,000	....	2,800,000	1,600.000	450,000
18	1890	7.736,000	52,000,000	5,732,000	2,875,000	1,700,000	806,000
19	1891	7,807,500	75.000,000	7,043.000	3,050,000	1,300.000	1,000,000
20	1892	4.823,000	44,500,000	4,909,000	2.400,000	624,000	965,000
21	1893	9,835.000	68,000,000	6,208,000	3,600,000	2,060,000	910,000
22	1894	6,000,000	47,000,000	4,480,000	2,035,000	1,975,000	850,000
23	1895	6,000,000	73,000,000	3,210,000	3,350,000	2,060,000	675,000
24	1896	5.200,000	61,005,000	3,950,000	3,400,000	2.500,000	300,000
25	1897	4,200,000	72,000,000	4.100,000	4,500,000	3,272,000	1,100,000
26	1898	4:325,000	71,000,000	3,020,000	3,100,000	2,200,000	....
27	1839,	4,050,000	73,000,000	3,700,000	3,098,000	2,125,000	....
28	1900	5,175,000	90,000,000	3,450,000	3,099,000	1,400,000	....
29	1901	5,900,000	67,000,000	3,410,000	3,135,000	2,960,000	....
30	1902	650,000	100,000,000	1.245,000	935,000	2,730,000	734,000
31	1903	2,500,000	90,000,000	1,201,000	885,000	1,625,000	830.000
32	1904	1,475,000	75,000,000	877,000	283,000	2,615,000	1,520,000
33	1905	1,480,000	166,000,000	1,103,000	1,098,000	1,550,000	1,100,000
34	1906	1,550,000	88,000,000	1,123,000	875,000	2,435,000	1,100,000
	Totals	144,104.700	1,741,500,000	58,761,000	51,893,000	48,274,000	21,233,000

BREEDING.

hatcheries have been erected ; also the number of fry distributed from each of operations, including the year 1906.

QUEBEC—*Con.*		NEW BRUNSWICK.					Number.
St. Alexis des Monts.	Mont Tremblant.	Restigouche.	Miramichi.	St. John River.	Lobster Hatchery, Shemogue.	Lobster Hatchery, Shippegan.	
Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	
...	...	...	...	...	...	...	1
...	...	100,000	60,000	...	...	...	2
...	...	600,000	150,000	...	...	...	3
...	...	300,000	60,000	...	...	...	4
...	...	600,000	320,000	...	...	...	5
...	...	1,015,000	665,000	...	...	...	6
...	...	1,470,000	1,025,000	...	...	...	7
...	...	1,500,000	805,000	170,600	...	...	8
...	...	740,000	770,000	50,000	...	...	9
...	...	1,400,000	640,000	588,000	...	...	10
...	...	300,000	925,000	72,600	...	...	11
...	...	940,000	795,000	811,000	...	...	12
...	...	660,000	900,000	155,000	...	...	13
...	...	1,380,000	945,000	2,181,000	...	...	14
...	...	1,500,000	900,000	2,479,000	...	...	15
...	...	1,720,000	1,290,000	4,142.000	...	...	16
...	...	1,280,000	850,000	3,570,000	...	...	17
...	...	2,396,000	1,022.000	3,492,000	...	...	18
...	...	1,750,000	1,503,000	3,165,000	...	...	19
...	...	1,240,000	1,310,000	2,378,000	...	...	20
...	...	883,000	975,000	3,299,000	...	...	21
...	...	1,080,000	1,010,000	4,096,000	...	...	22
...	...	2,885,000	1,200,000	4,060,000	...	...	23
...	...	1,250,000	1,430,000	4,068,000	...	...	24
...	...	2,100,000	1,558,000	4,155,000	...	...	25
...	...	1,135,000	1,557,000	3,290,000	...	...	26
...	...	2,025,000	1,605,000	3,980,000	...	...	27
...	...	1,125,000	1,620,000	3,957,000	...	...	28
...	...	1,750,000	1,800,000	3,605,000	...	...	29
...	...	2,310,000	1,700,000	998,000	...	...	30
...	...	2,052,000	1,000,000	648,000	17,000,000	...	31
125,000	...	2,525,000	1,500,000	909,000	52,000,000	50,000,000	32
298,000	570,000	2,333,000	1,400,000	807,000	100,000,000	100,000,000	33
493,000	555,000	1,620,000	1,650,000	1,350,000	122,000,000	70,000,000	34
916,000	1,125,000	45.964,000	34,940,000	62,476,000	291,000,000	220,000,000	

FISH–

STATEMENT showing the Places where and the Years in which the

Number.	Year.	Nova Scotia.						P. E. Island.	
		Bedford.	Sydney.	Margaree.	Windsor.	Lobster Hatchery Bay View.	Canso.	Kelly's Pond.	Lobster Hatchery, Charlottetown
		Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.
1	1868–73								
2	1874								
3	1875								
4	1876	395,000							
5	1877	1,000,000							
6	1878	1,400,000							
7	1879	1,740,000							
8	1880	730,000							500,000
9	1881	680,000							375,000
10	1882	850,000	315,000						1,000,000
11	1883	800,000	659,000						1,210,000
12	1884	1,000,000	853,000						1,000,000
13	1885	670,000	772,000						1,100,000
14	1886	950,000	1,179,000						400,000
15	1887	4,230,000	1,415,000						500,000
16	1888	4,390,000	1,559,000						Output of Dunk R. Hatchery, now closed.
17	1889	3,850,000	2,034,000						
18	1890	3,860,000	1,953,000						
19	1891	2,550,000	1,000,000			7,000,000			
20	1892	2,620,000	690,000			63,500,000			
21	1893	3,180,000				153,600,000			
22	1894	3,805,000	288,000			160,000,000			
23	1895	3,815,000	195,000			168,200,000			
24	1896	4,225,000	243,500			100,000,000			
25	1897	5,450,000	496,000			90,000,000			
26	1898	3,000,000				85,000,000			
27	1899	4,025,000				100,000,000			
28	1900	3,970,000				120,000,000			
29	1901	3,980,000				110,000,000			
30	1902	960,000		95,000		120,000,000			
31	1903	710,000		600,000		164,000,000			
32	1904	1,213,000		562,500		175,000,000			60,000,000
33	1905	800,000		799,500		155,000,000	8,000,000		100,000,000
34	1906	1,071,000		910,000	575,000	118,000,000	71,000,000	720,000	90,000,000
		71,999,000	13,651,500	2,967,000	575,000	1,889,300,000	79,000,000	720,000	256,085,000

BREEDING.

several Fish Hatcheries have been erected, &c.—*Concluded.*

British Columbia.							Manitoba.	Totals.	Number.
Fraser River	Harrison Lake.	Granite Creek, Sicamous.	L. Lakelse Skeena River.	Pemberton.	Rivers Inlet.	Nimpkish River.	Selkirk.		
Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	
								1,070,000	1
								510,000	2
								1,570,000	3
								9,655,000	4
								13,451,000	5
								27,042,000	6
								21,684,700	7
								21,013,600	8
								22,949,000	9
								55,799,000	10
								83,784.600	11
								53,143,000	12
1,800,000								81,067,000	13
2,625,000								76,714.000	14
4,414,000								79,273.000	15
5,807,000								88,109,000	16
4,419,000								47,699,500	17
6,640,000								89,212,000	10
3,603,800								115,772,300	11
6,000,000								135,959,500	22
5,764,000								258,314,000	23
7,800,000							14,500,000	254,919,000	24
6,390,000							19,000,000	294,040,000	25
10,393,000							4,500,000	202,459,500	26
5,928,0 0								198,859,000	27
5,850,000							9,000,000	192,477,000	28
4,742,000							20,000,000	222,350,000	29
6,200,000							32,000,000	271,996,000	28
								203,540,000	29
9,214,000		6,760,000					23,000,000	271,301,000	30
9,573,000		4,866,500	3,450,000			1,636,000	12,000,000	314,576,500	31
6,584,000		3,074,000	4,000,000			2,496,000	31,500,000	473,258,500	32
2,550,000	6,505,000	4,000,000	3,767,900			2,800,000	25,500,000	627,541,400	33
9,130,000	28,775,000	10,888,000	3,784,000	17,450,000	8,000,000	4,873,400		657,925,400	34
125,426,800	35,278,000	29,588,500	15,001,900	17,450,000	8,000,000	11,805,400	191,000,000	5,470,035,000	

Further details as to the working of each hatchery will be found in Superintendent F. H. Cunningham's report, which follows my present report. Mr. Cunningham has been very fully engaged in visiting sites suggested for new hatcheries, in arranging for the erection of other hatcheries which have been authorized, and in inspecting a considerable number of the hatcheries while in the midst of their operations. With the continued growth of the fish-breeding system in all parts of the Dominion, it has become impossible to inspect and supervise the various institutions as frequently as is desirable, hence it became necessary to appoint a special officer, Mr. Alexander Finlayson, to perform these imperative duties. I have on several occasions adverted to the services of Mr. Finlayson, and the exceptional qualifications which he possesses in the field of artificial fish-culture, and in the work of regular hatchery inspection, the department will be enabled to keep in more direct touch with the various hatching establishments and the officers in charge and the staffs under them.

For many years the only regular inspection was on the occasion of my systematic tours as Dominion Fisheries Commissioner to the different fishing localities in the most diverse parts of the Dominion. I visited in the course of my official tours every hatchery in operation, but as year after year new buildings were erected any regular inspection became very difficult. With Mr. Cunningham as Superintendent and Mr. Finlayson as Inspector, the necessary supervision will be more effectively accomplished. I took the opportunity while visiting all parts of the British Columbia coast and the upper waters of certain salmon rivers during the past summer, to visit every Dominion hatching establishment on the Pacific coast. I have visited the Bon Accord, Fraser River hatchery, and the establishments at Harrison Lake; Pemberton Meadows, Birkenhead River; Granite Creek, Shuswap Lake, Nimpkish River, near Alert Bay; the remote hatchery at Lakelse Lake, on the Skeena River; and the fine building at O-Wee-Kay-No Lake, Rivers Inlet, the last-named being visited indeed twice, viz., in December last, and again, in July. It is with very great satisfaction that I am able to report most favourably on all these hatcheries. The department is fortunate in having, at each of the institutions referred to, officers in charge of exceptional ability. I found each one intensely interested in his work, work often very arduous and always very responsible, and enthusiastic in producing the best results without excessive expenditures. The residents in the various localities spoke most highly to me about these officers; and about the staffs of assistant officers, employed in the different branches of hatchery work, under the direction of the officers in charge. Some of the hatcheries are situated in places very isolated and remote, where only officers conscientious and enthusiastic in the extreme could be relied upon to produce the splendid and successful results, which I am able to record in my present report. Further, in some of the isolated hatcheries, especially near the head-waters of great rivers, like the chief salmon rivers of British Columbia, the hatchery buildings must be located on sites which, at times, are in danger of mountain slides, or of gigantic freshets and floods. The dams and retaining inclosures, necessary for supplying water, or relieving the overcrowded tanks in the hatchery, are imperilled each season from January to June. It is an important question whether or not hatcheries should not, in all cases, be built in accessible situations, so that the eggs may be brought down from the upper spawning grounds, and the newly hatched fry shipped by scow or canoe, before the spring floods, up to the nearest tributaries or suitable portions of the main river. The young of the various species of Pacific salmon do not remain many months in the upper waters before they descend to the sea, hence it is not material to transport them from the hatcheries to the highest sources of their native rivers. The most important species of B.C. salmon, as is well known, viz., the sockeye or blueback, is hatched, as a rule, in small streams which empty into more or less spacious lakes, and rarely in the main channel of rivers, though I know of many exceptions, and have seen sockeye salmon breeding in creeks which were almost tidal in character, so near to the sea was the source of the stream chosen by the spawning schools. It is hardly necessary to add that in case of an accident or a breakdown, or in case of illness amongst the staff, the results, in the remotely situated hatcheries to which I am making reference, might be very serious. Cases are on the department's records of such mishaps, which are inevitable at times, and only the skill and foresight of the officer in charge has prevented disaster. Two cases have come to my notice in the Dominion hatcheries recently, in which it was only by efforts almost superhuman that the officers in charge averted loss of fry and injuries to the hatcheries under their care, and had the officers in question not remained continuously at work for two or more days and nights in succession, the results would have not only been unfavourable, but possibly disastrous.

These observations upon the location of hatcheries, and the desirability of selecting accessible locations rather than distant and remote sites, brings up the allied question, 'should fry be always planted on, or close to, the natural spawning areas?' If so, it is clear that hatcheries must be located near the grounds in question. To convey fry from even some of the existing hatcheries, placed as near as may be to the breeding grounds, is, as many of our officers in charge are well aware, a most laborious and difficult task. It has been insisted that young fry should not only be carried up to the highest possible shallow areas, but they should be scattered thinly or 'sown' so that they may not crowd or be massed too numerously together. The fact cannot be ignored that, by a law of nature which it is impossible to overcome, unless by exceptional and often difficult measures, a certain proportion of young fishes are destined to be the food of aquatic animals, birds, &c,, and the retention of the small fish until they attain some size, will not save them from that toll which nature provides should be paid by one class of living creatures to other living animals. The fish-culturist must face the fact that a proportion of liberated young fish will inevitably succumb to the conditions of fish-life in the rivers and the sea. One of these conditions being, that small fishes are the natural food of other creatures, including the finny tribes themselves. I have so often, in former reports, dwelt upon the advantages secured by the adoption of the methods of artificial fish-breeding, that I need only refer to the gain which is secured by saving the defenceless eggs from that terrible decimation which they suffer when placed by the parents upon the natural hatching ground. I may quote from my special report, of which a revised reprint, much extended, was published in the department's (Fisheries) report last year :—

'It is plain that if we can secure the eggs from the ripe parent fish and hatch them under the care of experts, the results must infinitely surpass those possible under natural conditions, where a small proportion only can be expected to surmount all the dangers and difficulties of their environment. Let me give an illustration of this waste of eggs on the natural spawning beds—a waste not contrary to natural law, but obedient to the principle of compensation and adjustment, universal in the world of nature. In 1895 I spent some time closely observing certain spawning beds of the Fraser river salmon, commonly called sockeye or blueback. I noticed, not once, but scores of times, pairs of fish busy nesting, the male fish lingering near his partner until she shed a shower of eggs. Just as the eggs were cast into the rapid stream, the male fish had his attention attracted by a rival, and darted with lightning speed to drive him off, both male fish tearing at each other with gaping jaws, armed with formidable teeth, the teeth at this time being of abnormal size. Time after time I saw female fish wasting their eggs in this way, for the eggs deposited in the gravel by the female, while her partner was engaged in a fight twenty or thirty yards away, were unfertilized and would, of course, perish or be eaten by hungry enemies, suckers, trout, &c., which hovered near in hordes.

This loss of naturally spawned eggs is universally admitted, but the crowding on the spawning grounds, or 'redds' as they are called in Britain, proves injurious to the fish, as the fungoid growth, which is so terrible a disease, is transferred from one to the other, if indeed this crowding is not the original cause of the disease. The first great destruction takes place on the 'redds.' Everywhere over these are tiny raised heaps of gravel sheltering the spawn, but the shelter is insufficient to guard it from devouring enemies. These are in the air, on the land, in the water. Many members of the hungry salmonidæ themselves prey on the spawn, and it is difficult to cope with them. Bunches of wild duck and teal seek out the 'redds' in the autumn, and feed on right through the night if not disturbed. Here too, as frequently witnessed, the swan leads her cygnets, and it is known that one of these large birds will destroy nearly a gallon of ova in a day.

If, to the natural loss of enormous quantities of eggs by non-fertilization, be added the depredations of ducks, loons, herons and aquatic birds, not to speak of otters and four-footed enemies, as well as destruction by floods, by mud, gravel and ice, it is easy to see how great are the advantages offered by artificial incubation, and by caring for the eggs in properly equipped hatcheries.

It is not sufficient merely to select the head waters, or even the shallow natural resorts of such fish as the young of the salmon, but to plant the product of the hatcheries in waters where the minimum of risk to the young fry can be secured. The sowing or scattering of the fry thinly, over gravelly shallows, will not by any means ensure their safety and there are authorities who favour the planting of large batches of newly-hatched fish in fairly deep water, placing reliance on the instinct of the young in scattering widely, and distributing themselves upon the nearest accessible shallows, in lakes or streams. Young fish certainly do scatter and dissipate in the most amazing manner when planted. They melt away, as it were, before the eyes of the hatchery officers, and close examination a few hours later will reveal to a trained eye the minute, almost invisible, little creatures hiding in interstices between pebbles and boulders, safe from the detection of wandering enemies.

The principal risks to which young fish are exposed, when planted on shallow flats in-shore, as usually recommended, may be summarized as follows:—

(1). Floods and freshets may smother them or sweep them over swampy overflowed fields where they may be stranded and lost. In the deeper main streams this will be less likely to happen.

(2). Frost and floating ice may kill them, as they lie in the gravelly shallows.

(3). Ducks and aquatic animals, especially water beetles, and insect larvæ, which are most destructive to small helpless fish, can detect and prey upon them, when only partially hidden along the sides of lakes or streams.

(4). In dry seasons the fry may be left exposed to drought, or may be cut off altogether from the safety of the main river channel. I have twice during the past summer found schools of valuable fish, of small size, thus cut off and doomed to perish as the water receded. With a small-meshed landing net I cleaned the pools of the imprisoned fish, and carried them to the main channel where they were secure from the fate which otherwise would inevitably have come upon them. In one of these cases the pool, which was almost entirely dried up, contained the young of not fewer than nine species of fish, some of them in considerable numbers, like the small black bass, and doré or pickerel.

The details of the work accomplished in the various hatcheries will be found, as usual, in the several reports of the officers in charge. The report of the Superintendent of Fish-Culture (Mr. F. H. Cunningham), which follows my present report, affords information, summarized, of the hatching ponds, and other fish-propagation methods, in addition to a concise statement of the work of the hatcheries since the report of last season.

I have the honour to be,

Your obedient servant,

EDWARD E. PRINCE,

Commissioner of Fisheries and General Inspector of Fisheries for Canada.

ANNEX A.

OTTAWA, October 30, 1906.

To Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—Owing to the general success which has attended the operations at the various fish-breeding establishments under the direct control of this department throughout the Dominion, it affords me great pleasure to offer this report on fish-culture for the past year.

One of the most valuable assets of the Dominion is its fisheries, which last year amounted to over twenty-nine millions of dollars, such vast resources forming a national food supply must be husbanded and nature assisted as far as possible by a careful extension of fish breeding operations at such points that offer the necessary facilities for extending the same.

HATCHERY SITES.

The selection of a suitable site is the initial and most important factor of the work. Not only must a supply or pure water be available at all times, but the spawning grounds should be within a reasonable distance of the location. Whilst this remark refers generally, it is perhaps more applicable to British Columbia where it is found that the Pacific salmon will not survive in confinement to the same extent as the Atlantic salmon, hence it becomes necessary that the locations for hatcheries on the Pacific coast must be even nearer the spawning grounds than is actually necessary in the east, which means the erection of hatcheries far up the streams and as very often happens in isolated places, hard to reach and expensive to maintain. The question arises, why not locate the hatcheries in more convenient places and transport the eggs and fry to and from such points. This could be done providing navigation would allow; but unfortunately for the system in British Columbia the streams are so rapid that the reaching of even the spawning beds nearest the mouths of the rivers would be a very expensive and hazardous undertaking.

Again, the sockeye salmon, with few exceptions, are not ripe for spawning purposes until they reach the upper waters of the rivers, which, as a rule would mean the transporting of green eggs long distances by water and over rough trails before reaching the hatchery. This would of necessity entail a heavy mortality in the eggs, so that the inconvenience, isolation and extra cost of maintenance is more than balanced by the larger number of fry that can be produced from a given quantity of eggs by having the establishment near the spawning and distributing point.

RETAINING PONDS.

The system followed by the department some years ago in securing parent salmon for eastern hatcheries was by sweeping the upper reaches of the rivers at about the spawning time. This method was discontinued and a retaining pond established by the late Superintendent of Fish Culture, Mr. S. Wilmot, in the harbour of St. John. From this pond, which would accommodate about fifteen hundred salmon from May to November, it was intended to fill as many of the lower province hatcheries as possible. This scheme has proved very successful.

The parent fish are purchased directly from the commercial catch, placed in the pond and after being spawned are released to return to the salt-water. A number of the fish so retained were marked before being released each year and during the past season a number of these fish have been again captured.

Owing to sewerage pollution it became necessary to select a new site for the retaining pond this season, and as an experiment Little River is being used for this purpose. The ultimate success of the selection can only be determined after the spawning operations are completed this fall.

The question of establishing retaining ponds for parent fish at such of the hatcheries as afford the necessary facilities has been laid before the department on several occasions: but the convenience of travelling in all directions, both by rail and water, from St. John, enables the one general pond to, as a rule, supply the requirements of the eastern hatcheries.

REARING PONDS.

This is a phase of fish culture that might well be extended to such points which afford the necessary facilities, in fact some ingenuity on the part of the officers in charge would make this possible on a small scale at the most of the hatcheries, especially where the waters do not reach too high a temperature. While it would be too costly to attempt this work on a large scale, it might be stated that at Restigouche, N.B., a fair-sized pond for the retaining of salmon until they are four months old has proved very successful, and at Newcastle and Ottawa, Ontario, it is also being done on a smaller but very successful basis.

COLLECTION OF OVA.

This is a matter that requires the most careful and untiring efforts of all the officers connected with the Fish Cultural work in the Dominion. On the efficient performance of this most important detail hinges the success or failure of a season's operations. The greatest care and attention must be given to the proper impregnation of the egg, as it is this first step that makes or mars the operations. It is reasonable to attribute even the comparative small percentage of loss at the Dominion hatcheries to the too hasty performance of this detail, and the necessity for the greatest of care in attending to the proper impregnation of the egg cannot be too strongly impressed upon the officers having charge of this work.

Whilst the object desired by all is to fill the respective institutions to their full capacity, still this should not be accomplished at the sacrifice of a large number of eggs which will most assuredly result if the eggs have not been properly fertilized. While on this question and coupled with the numerous public demands for the establishment of additional hatcheries the serious question of spawning beds arises. Where is the large supply of eggs required for hatchery purposes to be secured? This is a phase of the question that does not enter the public mind, but it is a great source of concern to the officers of the department.

There are salmon and salmon trout hatcheries throughout the Dominion to be provided for and when considering the question, it will be easily understood why anxious moments are often experienced by the officers connected with this service. The time has arrived when attention must be given to the providing of a departmental lake for the retention of salmon trout from which the department can always rely for securing a full supply of eggs of this species. To accomplish this a suitable lake should be selected, cleaned of all other predaceous species and stocked with salmon trout. This will cost money, but resources showing a value of twenty-nine millions of dollars annually are worthy of being fostered.

DISTRIBUTING FRY.

In my report of last year, reference was made to the sto king of lakes by localities instead of planting small quantities of fry over widely scattered areas. This suggestion has been followed to a small extent, but the system of 'Applications for Fry' makes it difficult to carry out as fully as could be wished; but it is again strongly recommended that this system of distributing be extended as occasion offers.

Reference must be made to the impossibility of supplying applications for speckled trout fry. It is not possible to secure eggs from this species in large quantities, and the planting of these fry should be limited to only such public waters as have been entirely depleted.

ONTARIO.

Newcastle Hatchery.

The operations at this premier hatchery of the Dominion have again been successful. These are confined to the hatching of salmon trout, the eggs being secured in Colpoy's bay, Georgian bay. A small bass pond is also operated in connection with this institution. The rearing of fingerling salmon trout on a small scale has also been very successful.

Ottawa Hatchery.

As stated on previous occasions, this hatchery while turning out large quantities of fry is more of an experimental station at which fry of the various species are reared in the aquaria and their habits noted.

Whilst speckled trout have been incubated at this establishment it is not considered advisable to continue hatching this species at this institution, as owing to the high temperature of the water the eggs hatch prematurely, which causes considerable loss. During the past year some eighteen thousand persons visited this establishment.

Sandwich Hatchery.

At this institution whitefish and pickerel are the only species handled. Last year some sixty-three millions of whitefish and twenty-five millions of pickerel were distributed from this establishment.

Bass Ponds, Bay of Quinte.

It appears that the applications for small-mouthed black bass are increasing each year, so much so that it is impossible to commence to fill them all. The hatching of bass in artifical ponds has proved successful, and the work might well be extended at such points as offer the necessary facilities, bearing always in mind the danger, if great care is not taken, that these predaceous fish are not introduced into trout lakes, which would mean the extermination of the trout. On this account applications for bass should be inquired into closely as one planting of bass would create loss and endless trouble.

The past year's operations have been very successful and some fine specimens of young bass are now being distributed.

QUEBEC.

Gaspé Hatchery.

This establishment is devoted entirely to the hatching of Atlantic salmon, the eggs being procured from the salmon retaining pond at St. John, N.B. The operations for the past year have been successful and the fry have been distributed in rivers adjacent to the hatchery.

Tadousac Hatchery.

This hatchery has again experienced another successful season and over two millions of salmon fry were distributed. A subsidiary hatchery was last season erected on the

Ste. Marguerite river, which was necessary as a means of stocking this stream. It obviates the necessity of conveying the young fry to a river difficult of access which was in the past a very hazardous undertaking.

Magog Hatchery.

This hatchery was last season largely filled with gray trout eggs, taken in Lake Memphremagog, and salmon trout eggs from Georgian bay. Some speckled trout from the St. Alexis waters were also successfully incubated. Waters of the Eastern Townships are now showing beneficial results from this institution. It might be mentioned that sea salmon planted in Lake Memphremagog have been caught by fly-fishing during the season just closed. In addition to the quantity of fry distributed from this hatchery to the various waters named in the report of the officer in charge, some two hundred and fifty thousand fry were transferred to the rearing ponds at Lake Lester.

St. Alexis Hatchery.

This hatchery is almost entirely devoted to the hatching of speckled and marstoni trout but some sea salmon are also incubated, and those distributed last season appear to be thriving. Great difficulty is experienced in securing the trout eggs, owing to the almost inaccessible location of the hatchery, but in the face of these difficulties the required number were secured last year and a successful season resulted.

Lake Lester Rearing Ponds.

The success attending the establishment of rearing ponds on this lake has surpassed all expectations. Last season some two hundred and fifty thousand fry of the various species were held in the ponds until they averaged from three to four inches in length, when they were distributed. At the present time some two hundred and fifty thousand fry are doing remarkably well. The success of these rearing ponds may safely be attributed to the ample supply of spring water and the careful attention paid to the fry by the officer in charge.

Lac Tremblant Hatchery.

On Lac Tremblant a small hatchery for the stocking of this and adjacent waters has been in operation for the past two years. Salmon trout with a small proportion of speckled trout are the principal species handled. The operations last season were successful, and this season an effort will be made to secure some trout fry from local waters.

NOVA SCOTIA.

Bedford Hatchery.

This establishment is supplied with salmon eggs from the retaining pond at St. John, N.B. A few speckled trout eggs have been incubated, but it is advisable that the work at this hatchery should be almost entirely in the direction of assistance to the salmon fisheries. Very gratifying reports have been received from different points in the province on the splendid results accruing from the stocking of rivers from this hatchery.

Margaree Hatchery.

Last season's operations at this hatchery were very successful and the salmon rivers in which fry have been planted are said to already be showing the beneficial results of establishing this institution. Over nine hundred thousand healthy salmon were last season distributed in Margaree, Little, Middle and Baddock rivers. The eggs for this establishment are provided from the St. John Pond and, notwithstanding the fact that the Margaree hatchery is a difficult point to reach with green eggs, the results show that with care in packing and handling the eggs the percentage of loss is no greater than at other hatcheries.

Windsor Hatchery.

Last season was the initial one at this institution and the expectations for successful operations, as mentioned in my last report, have been realized and five hundred and seventy-five thousand salmon fry were planted in the waters of Hants, King's and Colchester counties. At this establishment a small plant for the hatching of shad was installed. The task of securing the shad eggs was entrusted to one of the most efficient officers in the service, but owing to the extremely delicate formation of the shad egg, transportation and the high temperature of the water available, the experiment was not as successful as could be wished. The eggs hatched and premature fish were the result. The eggs were secured in the Nictaux river and another season it will be necessary to erect a temporary structure for hatching these fish at the point at which they are secured. The delicate fibre of the egg will not stand transportation. This is the first time that the hatching of shad eggs has been attempted in Canada and whilst the results were not successful in the quantity of fish hatched, a great deal of experience was gained which will be of benefit for future operations in this direction.

Lobster Hatcheries.

The institutions in this province for hatching lobsters are located at Bay View and Canso. The past season was not as successful in point of numbers as heretofore, owing to the stormy weather and prevailing high winds, which kept the lobsters off the coast as well as preventing the fishermen from attending regularly to their traps.

NEW BRUNSWICK.

Restigouche Hatchery.

The operations at this establishment during the past season have been most satisfactory. The majority of the salmon eggs are procured from fish captured under departmental supervision whilst they are ascending the Restigouche river, the balance required being supplied from the retaining pond at St. John. The rearing pond in connection with this establishment is most favourably commented upon. At the present time some fifty thousand young salmon hatched last spring are now in this pond and will be distributed later on in the season.

Miramichi Hatchery.

This hatchery has been doing excellent work for many years and the salmon rivers adjacent thereto afford large returns to both the actual fishermen and the angler. This building was erected as far back as 1874, and no large expenditure has been made on repairs since that time. For several years past the department has appreciated the necessity for extensive repairs and alterations at this place, but the needs of other places where no fish breeding operations were conducted were so pressing that such alterations were postponed from year to year, until now repairs are an actual necessity and action in this direction is now engaging the attention of the department. It will be noticed in the report from the Officer in Charge (Mr. Isaac Sheasgreen) that, following the suggestions made in my report of last year on the distribution of fry, more attention has been paid to the main streams, in which quantities of fry have been placed, instead of carrying them long distances in wagons over rough roads to the smaller tributaries. In this way the work of distribution has been accomplished at a largely reduced expenditure and the results should prove just as beneficial.

St. John River Hatchery.

Last year reference was made to the extensive repairs that were imperative at this establishment before another season's work could be commenced. These repairs are now under way and will be completed before the time arrives for placing the eggs in the troughs this fall. The operations last season were satisfactory, some one million three hundred thousand salmon eggs being distributed from this establishment.

Salmon Pond, Little River.

Reference has already been made to the necessity for abandoning the old site used as a retaining pond in St. John harbour. It is not an easy matter to find a place suitable in all respects for this purpose, and after careful inspection Little river was chosen as offering what appeared to be the most suitable facilities for the location of a pond, and temporary arrangements were made for trial of one year before any permanent work was effected. Whilst answering the purpose it has not proved ideal and another site more affected by the ebb and flow of the tide would be more suited to the purpose. It might be here explained that the fish retained in this pond are purchased direct from the commercial fishermen, who perhaps do not thoroughly appreciate the necessity for the utmost care being taken in handling salmon designed for retention in a comparatively fresh water pond. Any abrasion that may occur will not heal on salmon retained in a comparatively small area of fresh water reaching a high temperature, whilst in a pond affected by the tide to a greater extent than the one here alluded to such abrasions will heal in a fairly short time.

Lobster Hatcheries.

The lobster hatcheries in New Brunswick are located at Shemogue and Shippegan. The same remarks made on the Nova Scotia institutions apply here. The rough weather and high winds prevented the collection of as large a quantity of eggs as was hoped for, but those that were secured were successfully incubated, and the young lobsters were distributed in a healthy condition.

PRINCE EDWARD ISLAND.

Kelly's Pond Hatchery.

The season just closed was the initial one at this institution. The operations resulted in the distribution of seven hundred and twenty thousand salmon. This season efforts will be made to secure some sea trout eggs and arrangements in this direction are now being made.

Lobster Hatchery.

The hatchery for this purpose is located at Blockhouse Point, Chorlottetown harbour. Similar reports to those received from Nova Scotia and New Brunswick have also come to hand from this institution. Spawn lobsters are reported as being limited in number but such eggs as were procured hatched out in splendid condition, the result being the distribution of forty millions of healthy and thriving young lobsters.

MANITOBA.

The two hatcheries for the incubation of whitefish located on Lake Winnipeg were not in operation last season, the cause being such an early closing of navigation on this lake, that it was impossible to convey the eggs to the hatchery. Full reports from the officers having this work in hand were embodied in my last year's report. It is hoped and expected that the coming season will see both of these institutions running to their full capacity.

BRITISH COLUMBIA.

In my report of last year, reference was made to the fact that a competent officer had been placed in charge of each one of the hatcheries in this province, who is held responsible directly to the department at Ottawa instead of to the Inspectors of Fisheries. This change in the system is working well and the service is as easily and as efficiently operated as in the eastern provinces.

Harrison Lake Hatchery.

This is the largest and best equipped institution in Canada, and thirty millions of eggs can be handled each season if it is possible to secure them. Last season twenty-eight million seven hundred thousand young salmon were released from this establishment. The work of capturing parent fish for the current season's operations is now under way.

Rivers Inlet Hatchery.

Last year, the opening season operations were successfully conducted at this hatchery by Mr. Wm. Roxburgh, the officer in charge. Great difficulties were encountered, but a successful distribution of eight millions of salmon fry is the gratifying result of the season's work.

Skeena River Hatchery.

This hatchery has been in operation since 1894 and has been most successful. Last season nearly four million young salmon were distributed. This establishment is difficult of access and is in a very isolated part of the province.

Granite Creek Hatchery.

This hatchery can always be relied upon for a big output of fry in the years of a big run of salmon. The operations are generally successful and last season was no exception to the rule, nearly eleven millions of young salmon being distributed.

Fraser River Hatchery.

This establishment has been in operation for nearly twenty years and during that time has been of great benefit to the salmon fisheries of British Columbia. Since the incumbency of the present officer-in-charge, Mr. J. A. Johnson, small rearing ponds have been provided and other improvements carried out. Last season a quantity of the surplus eggs from the Pemberton and Granite Creek hatcheries were transferred to this establishment, and over nine millions of fry were distributed from this hatchery during the season just closed.

Nimpkish Hatchery.

A report on the operations at this establishment which is owned and operated by the Alert Bay Canning Co. B. C. Packer's Association, will be found with the annual reports from the officers-in-charge of the Dominion Government fish hatcheries which follow this report. Nearly five millions of fry were successfully distributed last season.

GENERAL REMARKS.

The growth of the fish-breeding service throughout the Dominion during the past few years has been large. Since 1903, thirteen new hatcheries have been put in operation, making a total of thirty-two institutions used for this purpose at the various points. The superintendence of this service involves an immense amount of clerical and inspection work, especially at new hatcheries where the officer-in-charge is inexperienced and has to be instructed in every detail. The conditions existing at the various points where these establishments are located vary so much, that instructions suited to each place must be prepared. Many and varied details and contingencies must be provided for and a wrong move at any time places the whole season's operations in jeopardy. To meet this large increase in the work, Mr. Alex. Finlayson, an officer of long and varied experience, both in Scotland and in the fish-breeding service of this country, was chosen and appointed to the position of Dominion Inspector of fish hatcheries. The duties of his office are to inspect the various establishments, instruct new appointees and report on the management of each establishment generally. All the officers connected with this service have taken great interest in their work and can be given a large share of credit for the success attending the past season's operations.

I am, sir, your obedient servant,

F. H. CUNNINGHAM,
Dominion Superintendent of Fish Culture.

ANNEX B.

REPORTS OF ALL THE HATCHERY OFFICERS.

1. BON ACCORD HATCHERY.

NEW WESTMINSTER, B. C., October 2, 1906.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—The past year at the Bon Accord hatchery has been very satisfactory and the hatchery had a very successful year.

In July, 1905, fences were put on the streams at the head of Pitt lake, but the freshets were too much for these strongly-built structures and washed the entire capturing plant out. Before the freshets abated sufficiently to allow the rebuilding of the fences, the fish had passed and reached the higher reaches of the rivers. One hundred thousand sockeye eggs were taken in Upper Pitt.

This necessitated looking to other grounds for the supply of spawn, and Granite Creek hatchery was drawn on for 3,000,000 eggs and Pemberton Meadows hatchery for 4,500,000 eggs. The Bon Accord hatchery staff secured 2,000,000 cohoes in the Nicomekl and Serpentine waters, 100,000 in the Hatchery creek, 1,500 trout in the Hatchery creek, and 5,000 steelheads in Stave river; the last mentioned are still in the hatchery but are now hatched out.

The loss was very small, the majority of the fish being particularly healthy.

On January 31, the first distribution of the fish commenced when 3,560,000 fry were placed in the Upper Pitt river, and other shipments followed closely, Lillooet river, 1,500,000; Silver creek, sockeyes, 1,000,000, cohoes, 500,000; Coquitlam river, sockeyes, 750,000, cohoes, 1,250,000; Cowichan lake, 80,000; Sauch-en-auch creek, 60,000; Serpentine creek, sockeys, 60,000, cohoes, 60,000; Squamish, 60,000.

An experiment was made in the planting of salmon fry on the west coast of Vancouver island, and the fish were taken from Bon Accord hatchery to make the experiment. Two hundred and fifty thousand small fish were distributed among Anderson, Sprott and Kennedy lakes on the west coast of Vancouver island, and twelve hundred trout were placed in Price lake near Victoria.

The planting of the sockeye fry on the west coast of Vancouver island, although a new feature in fish culture here was a very successful experiment, as all the fish although subjected to the roughest weather, were in a most healthy condition when liberated.

The prospects for the coming year are very bright and there is little doubt that the hatchery will have its capacity of eggs.

I am, sir,
Your obedient servant,
J. A. JOHNSON,
Officer-in-Charge, Bon Accord Fish Hatchery.

2. HARRISON LAKE HATCHERY.

HARRISON HOT SPRINGS, B.C., August 24, 1906.

E. E. PRINCE, Esq.,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my report from this hatchery, for the present year. My last report, dated November 16, 1905, showed a total collection at that date of 31,160,000 salmon ova. We afterwards secured additional eggs, making the total 31,274,000, consisting of :

28,204,000	Sockeye salmon
2,510,000	Cohoe "
560,000	Spring "
31,274,000	

of these 2,501,000, or nearly 8 per cent were picked out as unfertile or dead. The eggs and young fry did remarkably well, and the following distribution was made during March and April without loss, the fish going out in splendid condition

To Morris creek	16,000,000
" Silver "	2,500,000
" Trout " and bay	10,272,000
Total distribution	28,773,000

Three ponds were made during the winter, to accommodate some of the fry, and have proved a great help. They cover an area of about 50 by 350 ft. and are supplied with water from the hatchery waste flume. All the fry that were put out at the hatchery, were allowed to work their way through these three ponds becoming thus, in a measure accustomed to outside conditions, while still protected from their enemies. For the collection of ova for the present season, in addition to the camps operated last year, it is proposed to put in fences and pens at Twenty Mile creek, where some sockeye salmon are known to run. The fences and pens at Silver creek and at Douglas creek are already in position and a few fish are in the pens at the former station.

The fences, &c., at Morris creek and at other points will be in place early in September and every effort will be made to secure as many eggs as possible, for this being an 'off' year hatchery work is all the more neccesary and should be pushed to the utmost.

Since the distribution of the fry the interior of the hatchery has been given a coat of paint and this has greatly improved its appearance.

The public interest manifested in the hatchery and its operation is quite remarkable. Being located so close to a popular health and pleasure resort, accounts in a great measure for the streams of visitors. This past year we have had between three and four thousand visitors and our register shows names of persons from all over the world. In fact the premises are hardly ever clear of visitors and they call for an increasing amount of attention and it necessitates the building plant and surroundings being kept in a creditable state, and as far as the number of staff and means would permit, I have tried to keep the place at least presentable.

We have been somewhat handicapped in the work here, by the transfer of the more experienced men to the newer hatcheries and having to train new men to the work. This difficulty is increased by the number of collecting stations working at the same time, and these points being so widely scattered. However, I am pleased to report that I have been well supported by the staff on the whole, and that some of them have taken a most exceptional interest in the work and have done everything possibe to ensure success.

I am sir, yours obediently,
THOS. ROBINSON.
Officer-in-Charge.

3. PEMBERTON HATCHERY.

LILLOOET, B.C., May 8, 1906.

Professor PRINCE,
Commissioner of Fisheries,
Department of Marine and Fisheries,
Ottawa.

SIR,—I herewith have the honour to submit my first annual report on Pemberton hatchery to your department. A report on this hatchery would not be complete without an account of its situation and the different ways of conveyance required to reach it.

Pemberton hatchery is situated four miles to the east of the lower extremities of Pemberton meadows, at the junction of Owl creek and the Birkenhead river, four miles above its confluence with the eastern branch of the Lillooet river, which in turn discharges into Lillooet lake. The hatchery lies as near as can be judged one hundred and seventy-five miles in a north-easterly direction from New Westminster, which is the home of the fishing industry in British Columbia. The route, however, one has to travel from there to Pemberton is very circuitous, starting with a railway journey to Agassiz, a stage drive of five miles brings you to Harrison Hot Springs, where the splendid Harrison hatchery, built last year by the Dominion government can be seen four miles up the lake. The next stage of the journey is one of forty-five miles by the Harrison lake to Port Douglas, which is now but a relic of its former days, when this was the route to the Cariboo diggings.

The traveller now has to resort to a more primitive mode of travelling, and by the time he reaches Tenas lake, thirty-five miles from Douglas, he will be heartily glad to exchange his Indian cayuse for a seat in the canoe, if he has not been accustomed to riding. Tenas lake is six miles long and very narrow, being rather a widened part of the Lillooet river than a lake. At its head it narrows down to a swift river again, a mile of which brings one into Lillooet lake. sixteen miles in length. When half the lake has been traversed in a northerly direction it takes an abrupt turn to the west and from here the first view of Pemberton meadows can be had. When the river is high the canoe can be taken six miles up the river to the rancherie, but usually one has to land at the head of the lake and ride the remainder of the way, ten miles, to the hatchery.

The Birkenhead river, on which the hatchery is situated, is considered by competent authorities, to be the best sockeye spawning stream in British Columbia, and is unlike other spawning grounds in the respect that there is said to be a good run even in off years.

After the site and construction of the hatchery had been decided on, the contract for the lumber was let to Duguid & Hurlay, of Lillooet, who deserve credit for the manner in which they surmounted the difficulties incidental to bringing a 23,000 lb. saw-mill outfit, the 36 miles by raft on Seton and Anderson's lakes, and 24 miles of mountain road to Owl creek. They were three weeks on the road coming in and the same going out; the boiler alone weighed 6,000 lb., and they were engaged four months in sawing the 170,000 feet and planing 130,000 feet of lumber of which the buildings were constructed. Mr. Forrester, the building superintendent, started actual construction in May, though previous to that he had a gang of Indians employed clearing the site, making roads and hewing the sills. One could hardly imagine a rougher spot than that on which the hatchery now stands: in addition to the large trees which were sawn for lumber and their stumps blown out, the ground was covered with large boulders brought down by Owl creek in ages past.

The hatchery is a one-story building 40 feet by 150 feet long with 12-foot walls; it has 12-inch cedar foundations, 2-inch by 8-inch joists, 2-inch flooring and 2-inch by 6-inch studding, the roof is built on the truss system, which obviates the need of posts in the centre and consequently gives a clear floor space from wall to wall; the building is sheathed with shiplap and rustic on the outside and lined with 6-inch V-joint inside; it is lighted by 27 large windows and 12 3-ft. by 8-ft. skylights, and is roofed with Elalerite fireproof roofing. The exterior is painted cream with white trimmings, and the interior white.

The hatching apparatus is thoroughly up to date in every particular. A head tank, 18 inches by 18 inches runs the entire length of the building, and the hatching troughs, 112 in number, 16 feet long, 16 inches wide and 6 inches deep, built of 2-inch plank are arranged in groups of four, with a fall of 6 inches between the upper and lower pair. Water is supplied to the troughs from the head tank through 1½ plugs. The waste connections are 2 inch diameter and the waste ditches are 6 inches by 6 inches and 6 inches by 16 inches. The troughs, which are painted white outside and lacquered inside, hold six 16-inch by 24-inch baskets each and riffles are provided between each basket.

A floating gauge in the head tank connected to an electric circuit communicating with the boarding house rings an alarm there when the water either rises or falls an inch. This is the first electric tank alarm installed in a British Columbia hatchery. The boarding house, which is painted the same as the hatchery, is a two-story frame building, 16 feet by 24, with an addition containing kitchen, pantry and bath-room. The main building contains dining room, 12 by 16, office 10 by 12 and hall; upstairs there are four bedrooms. The interior is varnished, and hot and cold water is supplied to a sink and bathroom. A pipe line of 600 feet supplies the water.

There are also a workshop and wood-shed, 14 feet by 20 feet and 12 by 20 feet respectively, sheathed with rustic and painted uniform with the main buildings. The flume for the supply of water to the hatchery leads from a dam situated 400 feet up Owl creek: it is built of 2-inch by 16-inch, 2-inch by 14-inch and 2-inch by 12-inch 2-inch plank. It is the largest at the intake and is tarred outside and in, half way down it is broken by a 10-inch cedar log settling tank, 10 feet by 30 feet by 5 feet deep. It is at present being roofed over. There is also an emergency flume extending 150 feet further up Owl creek to a dam there in case of accident to the main one.

The work done by Mr. Forrester is creditable both to the department and himself, and his efforts to have the hatchery finished by August 1 were rewarded by the water being turned on for the first time on that date in spite of unforeseen circumstances and difficulties. In the meantime the building of the traps for the taking of the parent fish had been under way for some time. They were located 200 yards above the hatchery on the Birkenhead, at a point where there was a large rock on both sides to protect the banks. The main fence was built on the tripod system. Ten tripods made of 7-inch fir poles were placed at regular intervals across the stream and filled with rock. The height of water—four feet—made the job an arduous one. The large boulders in the bed of the stream which could not be seen, though their effect on the water was plainly visible, contributed to the difficulty. After two weeks' exertion, during which time dry clothes were almost an unknown quality, the tripods were placed in position and the stringers fastened down. The fencing proper consisted of sections 6 feet by 12 feet, made of 1-inch by 4-inch on edge, and bolted together, and had been under construction while the tripods were being placed. They were laid on the stringers with a 2 to 1 slant lying down stream, and had a yard of heavy duck-canvas nailed along the heel of them to prevent the salmon burrowing; rock was then placed in front, the pens anchored and leads built from the fence to them. There were fifteen pens in use altogether of different sizes, 12 feet by 12 feet, 10 feet by 12, and 6 feet by 12. Two more fences were built after this before the run came, one 100 yards below the first one to keep the salmon from drifting down. When the run was at its height a section of this fence had to be taken out to prevent the fish crowding too much though the space between the fences was 100 ft. by 200 feet with about three feet of water. Another fence was constructed, one and a half miles above the hatchery, as a safeguard against mishap to the lower ones.

The first sockeye arrived on August 15, but not until the 27th did the run fairly get here; on the morning of that date the pens hardly had 100 fish, but by night it was found necessary to close the leads to the pens to prevent overcrowding. From the 27th till September 8, the leads were hardly opened, as it was found that the salmon would not stand penning. The first spawning of 100,000 ova was made on September 4, but all the fish were not in a ripe condition ; on the 8th 1,000,000 were taken.

Spawning started in earnest on Monday, the 11th, and by the end of the week 8,500,000 were secured. Mr. Cunningham, superintendent of fish culture, arrived on the 15th and left on the 17th, and inspected the spawning operations and hatchery ; he was accompanied by Messrs. Forrester and Finlayson. By the end of the week ending September 23, the total in the hatchery was 21,350,000, 2,500,000 being spawned by four spawners in one day.

At this time twenty men were employed. A freshet on the 21st washed a number of salmon over the lower fence and down the river, where they spawned naturally. Altogether 28 millions of sockeye ova were taken, one and a half millions of them at the mouth of the river by means of a seine. The cohoe run did not come up to expectations, only 600,000 ova being spawned and practically all the fish were taken in traps.

During the run of sockeye the males outnumbered the female fish five to one ; they were only blocking up the pens, so I gave the Indians liberty to take all they wanted. They took over 4,000 from first to last. The Indians, I may say here, have given no cause for complaint so far. The only thing I can say against them is that their charges are extortionate.

As you are aware, Mr. Johnson, officer in charge of the Fraser River hatchery, received two shipments from here ; the first lot of two and a half millions he took out himself ; Messrs. Davis and Martin took down the remainder. A shipment of 4,330,000 also went to the H. L. hatchery in charge of Thos. Graham, of the staff of that hatchery. In consequence of these shipments leaving, there were several empty troughs in the hatchery. To relieve the congestion in some of the baskets which contained 50,000 ova, I am redistributing the remaining eggs over the whole hatchery at the rate of 30,000 to the basket. The main fence is still in the river ; there are a few cohoe lying below waiting for a rise in the river ; they only travel during a freshet.

Since October 1, an average of four men a day have been picking the 20,000,000 which the hatchery now contains. We are engaged at present building troughs to hold the surplus fry. I intended building outside ponds, but came to the conclusion that to do so without building a roof over them, for which we had no time, would only be courting disaster considering the snowfall of 3 to 4 feet. The troughs we are building are 12 feet long and 2 feet wide, with a partition down the centre which makes two troughs of it. They are placed beneath the hatching troughs on the floor, the waste from which passes along one side through an overflow and back the other side, making a return to the same end that it enters from, but with the partition between. There will be twenty-seven of them built this winter, and if they work well, and I believe they will, twenty-seven more could be placed beneath the upper run and fed from the head tank. They will have one advantage over outside ponds in that they will be easier kept clear of ice and snow, as the hatchery has two heaters in it now.

The experience gained this year will be of great use another season. Though the practice of holding fish in pens works well on the lower spawning grounds, I find that it fails here. Several fences are wanted in the river at the hatchery forming pools where the fish can be held. The upper fence should be high and strong and with pens in connection to spawn out of. About 200 yards down another fence should be thrown across and the first run of salmon allowed to enter and then closed up ; 200 yards farther down the process could be repeated and even a fourth fence put in, if necessary ; by this means the fish would mature even more than was the case this fall, when the fresh run and mature salmon were mixed up between the fences. I also found that large numbers of sockeyes spawn between the hatchery and the mouth of the Birkenhead. The early run of sockeye pushes on to the head waters of the streams they frequent ; the subsequent schools run till they come up with the preceding one, and so on, and the late ones content themselves by spawning on the first bar they encounter. A fence put in during the latter part of the season at the mouth of the river would take a large number of fish that would otherwise never ascend to the upper fences, and the ova taken there could be sent direct to the lower hatcheries.

The first season at a new hatchery is always the worst, as the spawning conditions vary in streams a few miles apart, and a system which works well in one may prove a failure in another. But I would like to say that the staff of seven have done their best to make it a success, and so also has the local help employed.

The result of the season's work at this establishment consisted of a total distribution 17,450,000 of healthy fry.

I have the honour to be, sir,
Your obedient servant.

ALEXANDER ROBERTSON,
Officer in Charge.

4. GRANITE CREEK HATCHERY.

KNALT, B.C., August 22, 1906.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit the following report on the operations at this hatchery during the past season. The eggs were collected between August and December and were disposed of as follows:—

Sockeyes from Scotch creek	12,920,000
" Adams river	3,448,000
" Granite creek	1,610,000
	17,978,000
Cohoes from Granite creek	240,000
Total salmon ova	18,218,000

Of those . . . . 3,625,000 eyed.
And . . . . 875,000 uneyed eggs, were sent away.
4,500,000

1st shipment to Fraser river hatchery—	
Uneyed sockeye	875,000
Eyed "	125,000
	1,000,000
2nd shipment to Fraser river hatchery—	
Eyed sockeye	2,000,000
Shipment of eyed sockeye to Harrison hatchery	1,500,000
Total ova shipped	4,500,000
Dead eggs picked out—	
Sockeye	2,804,000
Cohoes	26,000
	2,830,000
Fry liberated	10,888,000
Sockeye	10,674,000
Cohoes	214,000

These fry were released at the hatchery.

The nearest good place, being at the head of the Anesty, or north-east arm of the Great Shuswap lake, a distance of thirty-seven miles from the hatchery.

The upper seven-miles of this arm is ice bound until the end of March, and the spring storms on the lake make the distant distribution of the fry impracticable.

If the fry from Scotch creek ova would return to the Hatchery creek, and make another Morris creek of it, it would be a great advantage ; Scotch creek being sixty-five miles distant, and on an Indian reserve, where difficulties with the Indians have to be obviated.

The first sockeye arrived at Scotch creek on August 12.

On the 15th six others put in an appearance.

The first shipment of ova was sent to the hatchery on August 24, and began to hatch on October 25.

On December 10, sockeye were still spawning in the Little river, between the Great and Little Shuswap lakes. Traps were first put in on Granite creek, Scotch creek, and the Anesty river : but the run of fish was so heavy, that at Scotch creek, all available trays were required, and the Anesty fish had to be admitted to the river.

There were two distinct runs, the last was of smaller fish, with pale flesh.

They were very soft, and possibly the paleness of their flesh was due to their ripeness.

Many of this last run reached the Hatchery creek at the extreme end of the Shuswap lake.

Many humpbacks came with the sockeye to Granite creek where they had never been seen before.

This second run made a great rush for Adams river, it being the first stream they encountered on reaching the lake, and a trap was put in the smaller channel ; the main channel of Adams river, being a large swift stream, could not be used without great expense.

Great numbers of these fish spawned in Little river, below the Great Shuswap lake, and for miles along the lake shore, at its lower end.

This fall there will be a small late run at Adams river.

The mud in Granite creek is a great annoyance, and last season two men were steadily employed for two months keeping the mud washed out of the troughs.

This deposit of mud was so heavy that in fourteen hours, the ova in the baskets was not visible.

The creek flows between steep banks of clay and fine micaceous silt, and is blocked to its source with limbs and brush, which catch and hold the dead leaves falling into it during the autumn.

This accumulation of dead leaves catches the clay, which heaved by the frost, washes from the banks in the spring.

As these leaves decay and disintegrate, they keep ever coming down, releasing the successive layers of mud.

TROUT.

During May, 1906, 75,000 eggs of the Salmo Kamloops were taken at Skimekin creek.

This creek flows into Skimekin lake, which was stocked with trout fry from ova taken at Canoe and Granite creeks.

The fry this season were liberated in Granite creek ; it having become exhausted as a spawning ground of the Salmo Kamloops.

Parties of anglers who visited Skimekin Lake this season secured good catches, many of the fish weighing 3½ to 7 lb.

Your obedient servant,

D. S. MITCHELL.

5. SKEENA RIVER HATCHERY.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit herewith my fourth annual report of work done at the Skeena river hatchery for the season 1905 and 1906.

On July 17, I arrived at the hatchery accompanied by Messrs. A. W. Pretty, J. B. Johnstone and S. Whitwell after ten hours hard poling up the Lakelse river.

On the 22nd, I paid a visit to the spawning grounds at the head of Lakelse lake, which is about eight miles from the hatchery, and found a few sockeyes up there. I then returned to the hatchery and began preparations for getting everything ready to move up to Sockeye river.

On August 1, we left the hatchery for the spawning grounds with some supplies and material for our traps, fences, &c., and by the 9th we had placed in position about 280 feet of fencing, also our traps.

I then returned to the hatchery leaving Messrs. Pretty, Johnstone and S. Whitwell up at the spawning grounds, to get additional stakes, rock, &c., to make the fences secure.

On the 11th, I noticed several spring salmon spawning in Lakelse river and Coldwater creek.

On the 14th, by permission of the department, I engaged Messrs. E. and F. Michaud to do some necessary work at the dam.

On the 19th, Messrs. Pretty and Johnstone came down from the spawning grounds and reported part of our fences washed out, I immediately returned with them taking Messrs. E. and F. Michaud and two Indians with us, and we got them placed in position again and on the same night we trapped several hundred sockeyes ; next day we started spawning and got 176,000 eggs, which I took back to the hatchery.

Messrs. Pretty and Johnstone arrived on the 30th with another shipment of 48,000.

I then returned to the spawning grounds and, on September 3, we got 520,000 ; September 8, 592,000 ; September 14, 776,000 ; September 16, 1,016,000, and on September 21, 800,000. Altogether 3,928,000, filling every basket that the hatchery can accommodate. On the latter date we were very fortunate in getting the hatchery full of ova ; as it rained very hard for several days causing a big flood which brought large cottonwood and spruce trees down the river, smashing our fences and carrying one pen of fish away entirely, containing several hundreds of ripe sockeyes.

On September 22, we caught two cohoes and noticed a good many in the river.

On October 1, we had another flood ; in fact, nothing but floods and freshets since the 5th of August, which hindered us considerably in getting our fences and pens out of the river before the 4th of October, at which date all work at the spawning grounds was finished.

From that date we had heavy rains, and on November 13 we had the worst flood of the season ; the water in the Lakelse river and Coldwater creek overflowed the banks and we had two inches of water on the hatchery floor. At one time it began to look serious, so much so that we had the canoe and skiff tied up to the hatchery in case anything should occur.

On November 16, the first fish hatched 88 days after spawning.

On December 1, nine inches of snow fell, only to be followed by heavy rains which lasted until January 9, and on the 21st we had a cold snap the thermometer going down to 12 below zero, from that time fine frosty weather with snow, and on January 24, 47 inches of snow on the level, but from that date until the first week in April we had fine frosty weather with occasional snow falls.

From the middle of January until the young fry were liberated the supply water for the hatchery kept in splendid condition but very cold, for several weeks the water in the tanks registered 32°.

I am very glad to say that the past season has been the most successful season that we have had, notwithstanding all the floods and disadvantages we had to contend with.

I adopted a new plan of picking the eggs all through the hatchery twice a week and turning all of them every day, which I found a great success, doing away with all signs of fungus, so much so that the percentage of bad eggs picked out has been less than 4 per cent.

On April 4, we planted 500,000 young fry in Coldwater creek.

April 17, 1,000,000 on the parent spawning ground at Sockeye river.

April 18, 500,000 in Sockeye river.

April 18, 1,784,450 in Lakelse river and Coldwater creek, making all together 3,784,450 young fry liberated.

April 4, Coldwater creek	500,000
" 17, Sockeye river	1,000,000
" 18 " "	500,000
" 18, Lakelse river and Coldwater creek	1,784,450
Bad eggs picked out	143,550
Number of eggs put in hatchery	3,928,000

On April 19, I left Mr. J. B. Johnstone to take charge of the hatchery and Messrs. Pretty, J. Williams, S. Whitwell and self left in a canoe with Indians for Port Essington, a distance of 75 miles, which we accomplished in 12 hours. We then had to wait three days for a steamer, whence we proceeded to Vancouver and Victoria, where we arrived on the 25th.

In conclusion, I may state that there will have to be another small expenditure at the dam this coming season; in fact, it appears to me that there will have to be a small outlay expended every year after the floods, on account of the low banks and the surrounding country being overflowed.

I remain

Your obedient servant,

THOS. WHITWELL,

Officer in Charge.

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6. RIVERS INLET HATCHERY.

RIVERS INLET, September 5, 1906.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to lay before you a report on the hatchery built on O-wa-Keeno lake (Rivers Inlet) in 1905. We commenced work on a trail from the head of Rivers Inlet of the Wannuck river, to the head of the rapids on said river a distance of about 3 miles, we then proceeded to the site selected for the hatchery which was so rough with large stumps, rocks and fallen trees it would have taken all summer to clear it; and with so many men on the ground, and carpenters unable to go to work at once, I decided to go a little closer to the lake shore. I was able to get a contract made with the Indians to carry our lumber from the mill to the hatchery, but we had much difficulty to get them to fulfil the agreement as it is a very rapid running river. We had very favourable weather while the building was in course of construction, but when nearly finished the rain came on, and the water came under and around the building rising nearly to the floor mixing lumber, logs, and roots in dire confusion; luckily the lake did not keep high for any great length of time and we got things in fairly good shape again. The building itself did not suffer badly from the fire which I reported and without any out side help we got it restored and repainted, and the traces of the fire are now scarcely visible.

After the high water of 1905, I set about building a crib around the hatchery which is now well advanced. This was no easy matter as the rock is of such an immense size in the neighbourhood of the hatchery that we had either to blast or bring it a great distance. The creek, which supplies the hatchery is, when high, a perfect torrent and as rocks and huge boulders have been accumulating in its present bed, causing it to overflow and threaten the building (when high) is still dangerous, but we have blasted out and levelled some of the worst places, though much work remains to be done.

It may look as if a blind selection of a site had been made but the sites in the first 20 miles of the lake are all subject to overflow and pretty much alike, and I see no other that excels or equals it in that distance. The lake is never at rest, either rising or falling; if you leave a boat on the beach she is either high and dry or pounding herself to pieces on the shore, and the mountains are so steep that when it rains, (*and it can rain here*) it pours down their sides into the ravines at their base and then up comes lake and river.

We commenced operations for collecting ova on August 20, 1905, putting fences in two creeks which I thought would give us a supply and could fence securely enough to withstand the freshets. By September 20, we had 3,000,000 eggs in the house. It then commenced to rain and washed our fences out. Our fences were very substantially built, and braced every way, and I believe could have withstood the pressure of the water, but when a tree or drift log came down, everything went before it and you have to recommence with most of your picket washed away and unable to be nearer than the mill. We did recommence and on October 20, had our complement of eggs in the house—10,000,000. We did not succeed quite so well as I had wished in rearing the ova. Our feed pipe for water lay on the bed of the creek with sand, small rock and even adult salmon at liberty to enter and choke it up, causing many interruptions and irregularity of the flow of water over the eggs in the house and when frost came the stopping of it altogether. However, we managed to avoid this and came out with an output of 8,000,000. The young fish were distributed on the lake shore in a radius of 2 miles of the hatchery, and amongst great quantities of the naturally raised fry which are there in great numbers in the spring of the year. The Owakeeno lake has a length of 47½ miles, the mountains coming abruptly into the lake with little or no shore for the first 20 miles. Out of every valley comes a creek or river of more or less volume, and the salmon divide and go up all of them, giving no great quantity of fish to any one stream, unless it be the very large ones. Some of these streams are so large we could not begin to fence them with our present methods, and they are so foul with driftwood and obstructions that you cannot use a net. A notable exception to this is the Nimpkish lake 15 miles long. In it there are no salmon streams till you get to the head where three rivers come in, and you have all the salmon in the lake close to your hatchery.

In conclusion I would state that we have to get some of our eggs 24 miles from the hatchery? If it comes a head wind it may be two days before they reach it, and in a crowded row or sail boat you cannot tell what treatment they receive, as the lake is subject to heavy and sudden squalls, and a heavy sea gets up. It would be to the interest of the industry that the department supply a small steamer to carry eggs and perform other useful work, and in these days of steam, electricity, gasoline, &c., I think one could be obtained at a moderate cost.

I have the honour to be, sir,
Your obedient servant,
WM. ROXBURGH,
Officer in Charge R. I. Hatchery.

7. NIMPKISH HATCHERY.

(Owned and operated by the Alert Bay Canning Co. B. C., Packers' Association.)

VANCOUVER, B.C., April 23, 1906.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—As per agreement with the Dominion government, we submit the report of operations of our Nimpkish hatchery for season 1905-6.

We stripped our first fish on the 30th day of September, taking 92,000 eggs, and continued taking eggs until the 11th day of October, all baskets then being full. We again started taking spawn on the 18th of October, more baskets having been received; and filled all of them by the 21st October.

We are pleased to state that we took in all 5,037,000 eggs and that we turned out 4,873,400 healthy sockeye fry, showing a loss of a little over 3%, which we consider an excellent showing. Most of the young sockeyes were put into the Nimpkisk lake. The supply of parent fish was ample—we having used only a small part of the supply. Our superintendent reports sockeyes spawning in the creek adjacent to the lake late in December.

The last of the young sockeye were put out on the 18th April.

Eggs received in hatchery	5,037,000
Total loss of eggs picked out	162,000
" " dead fry	1,600
	163,600
Sockeye fry planted in lake	4,873,400
	5,037,000

Respectfully submitted,
B. C. Packers' Association.

WM. H. BARKER,
General Manager.

8. SANDWICH HATCHERY.

Sandwich Ont., August 22, 1906.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit to you my annual report of the operations conducted at the Sandwich hatchery during the past season.

Out of 75,000,000 whitefish eggs which were placed in the hatchery last fall, 63,000,000 young fry were hatched and distributed in the waters named below in a healthy and thriving condition.

Point Edward, Lake Huron	4,000,000
Peach island, Detroit river	2,000,000
Fighting island "	3,000,000
In bay below Fighting island	3,000,000
Stony island, Detroit river	4,000,000
Bois Blanc island "	7,000,000
In lake below Bois Blanc island	5,000,000
Pigeon bay, Lake Erie	4,000,000
Bar Point "	2,000,000
Colchester "	1,000,000
Leamington "	1,000,000
Rondeau "	1,000,000
Port Stanley "	1,000,000
Hamilton, Lake Ontario	1,000,000
Niagara "	1,000,000
Toronto "	1,000,000
Belleville, Bay of Quinte	1,000,000
In river at hatchery	21,000,000
Total	63,000,000

COLLECTING PICKEREL EGGS.

After the distribution of whitefish was completed we again filled up the jars with pickerel (doré) eggs which were collected from the pound-nets in Lake Huron. The number of eggs obtained was 50,000,000 from which were hatched 25,000,000 young fry and disposed of as follows:

Lake Huron	4,000,000
Round lake, Havelock, Ont.	500,000
Belmont lake "	500,000
Trent river "	500,000
Burlington bay, Hamilton, Ont.	500,000
Thames river, Bothwell, Ont.	300,000
Sydenham river, Dawn Mills, Ont	300,000
Detroit river	18,400,000
Total	25,000,000

The above fry were placed in the waters in a first-class condition.

I have the honour to be, sir,
Your obedient servant,

WM. PARKER,
Officer in Charge.

9. NEWCASTLE HATCHERY.

NEWCASTLE, August 21, 1906.

Professor PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my report on the operation of this hatchery during the past year.

According to instructions I proceeded to Wiarton on the second day of October last, with the usual assistance, to procure the necessary supply of salmon trout ova for this and other hatcheries.

We succeeded in placing our nets for fishing on the 21st of October. We did not succeed in securing any great quantity of eggs until about the 7th of November; it almost seemed at one time that a partial failure was in store for us, but I am happy to state the fish came on later than usual and by the time the season wound up, we had a full supply of ova for this and the other hatcheries.

I handed over to Mr. Walker 1,000,000 for the Ottawa hatchery, also 800,000 for Mount Tremblant on the 15th of November, also 300,000 to Magog hatchery, which left us with about 2,000,000 for the Newcastle hatchery which have done well and which appear in my report as to distribution.

Our hatchery is in fine condition and in good repair, I am now raising a number of yearling salmon trout and am placing two extra tanks at the spring to give them extra room to develop, and will, I consider, be a great advantage to the raising of young salmon trout.

We also have a goodly quantity of young black bass which will number about 2,000, and they, by all appearance, seem to be doing well and ready for distribution this fall.

Our plant at Wiarton is in good condition. Our spile driver will need fresh caulking and the nets overhauled; outside of that, the expense will be nominal.

The following schedule will show the points of distribution, also the number of fry placed in each locality last spring.

Lake Ontario, Consecon	250,000
" Picton Sandbanks	300,000
" Newcastle	200,000
Lake Simcoe, Barrie	200,000
Lake Huron, Southampton	200,000
Georgian bay, Wiarton	200,000
Charleston lake, Athens	150,000
Rideau lakes, Portland	25,000
" Westport	25,000
Total	1,550,000

Two year old Salmon trout.

Charleston lake	300
Bay Quinte, Belleville	200
Total	500

I beg to inform you the fry were all deposited in the different waters in the very best condition.

I have the honour to be, sir,
Your obedient servant,

WM. ARMSTRONG.

10. OTTAWA HATCHERY.

OTTAWA, August 18, 1906.

Profesor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg to submit my annual report of the season's operations carried on at the Ottawa hatchery.

On November 10 last I received from St. John, N.B., through Inspector Finlayson about 125,000 Atlantic salmon eggs.

On November 15 I received from Mr. Wm. Armstrong about 1,000,000 salmon trout eggs.

On March 18 I received from the Magog hatchery about 75,000 gray trout eggs.

On the same date I received from the Bark River hatchery about 50,000 brook trout eggs.

On May 24 I received from the Magog hatchery about 100,000 speckled trout six weeks old.

All the above eggs were received and laid down in the incubating troughs in first-class condition, hatching out strong and healthy in the latter part of May and the first week in June.

The work of distributing the fry was very successfully done by Messrs. A. Halkett, J. B. Rochon, U. Grignon and S. J. Walker.

The young fry were all deposited in the undermentioned waters.

Distribution of Salmon Trout.

Lady lake	21,000
Lake Gregoire	35,000
Grenville lake	21,000
Fairy and Mary lakes	21,000
St. Bernard and Stony lake	28,000
White Stone lake	28,000
Clear lake	28,000
Moscou lake	28,000
Villa Mon Repos	28,000
Mulgrave and Perch lakes	35,000
St. Sixte lake	42,000
Larocque lake	28,000
Miqué lake	28,000
Wilson lake	35,000
Grass lake	35,000
Chelsea lake	14,000
Moose lake	28,000
Maskesty lake	35,000
Beauport lake	28,000
Maheux lake	28,000
Bleu Lea lake	42,000
Pemechongan lake	42,000
Gormon lake	42,000
Sharbot lake	42,000
Ramsay lake	28,000
Meache's lake	42,000
	812,000

In addition to this, on March 21, we shipped 50,000 salmon trout eyed eggs to Alex. Mowat, of the Restigouche hatchery, N.B.

On the same date we also shipped to Alf. Ogden, of the Bedford hatchery, N.S., 50,000 salmon trout eyed eggs, making the total distribution of salmon trout 912,000.

DISTRIBUTION OF GRAY TROUT.

Otty lake	8,000
Bass and Otter lakes	10,000
L'Achigan lake	10,000
Bissonette lake	8,000
St. Esprit lake	8,000
Christie lake	6,000
Lady lake	5,000
Findlay lake	10,000
Chelsea lake	2,000
	67,000

DISTRIBUTION OF ATLANTIC SALMON.

Chelsea lake	10,000
Moose lake	20,000
Charleston lake	40,000
Sharbot lake	20,000
Salmon and Bark lakes	30,000
	120,000

DISTRIBUTION OF BROOK OR SPECKLED TROUT.

Seventh lake	12,000
Ricard lake	12,000
Lady lake	8,000
Plato creek	8,000
Two-mile pond	8,000
Otonabee	8,000
Hudson Heights	8,000
Scotch river	8,000
Big Head river	8,000
Dunn's creek	8,000
Grenville	4,000
Clear lake	8,000
Fairy and Mary lakes	8,000
Ste. Bernard and Stoney lakes	4,000
White Stone lake	4,000
Green lake	4,000
Chelsea lake	4,000
	124,000

RECAPITULATION.

Salmon trout	912,000
Gray trout	67,000
Atlantic salmon	120,000
Brook trout	124,000

Total distribution of fry from the Ottawa hatchery closing the season 1905-06, was 1,223,000.

During the year about (18,000) eighteen thousand persons visited the hatchery.

The hatchery has been repainted and repaired and is now in readiness for next season's operations.

I have the honour to be, sir,
Your obedient servant,
JOHN WALKER,
In charge of Ottawa Hatchery.

11. MAGOG HATCHERY, P.Q.

MAGOG, August 31, 1906.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In submitting my annual report on the operations at this hatchery during the season of 1905-06, I have much pleasure in stating that the several species of fish eggs handled turned out very satisfactorily and the fry were distributed as follows :—

Salmon Trout.

Lake Suivant and Dudswell	15,000
" Noir	40,000
" Stoke	15,000
" Adstock	25,000
" des Poulins	15,000
" Dussault	30,000
" Ste. Modeste	25,000

Speckled Trout.

Lake Weedon	5,000
" Long	10,000
" at Cookshire	20,000
" St. Hubert	10,000
" Tortue	10,000
Rivière du Loup and Cleveland	15,000

Gray Trout.

Lake Megantic	75,000
" Broome	65,000
" Massawippi	60,000
" Memphremagog	100,000
" St. Francis	10,000
" Dennison	25,000
Libbey and Key Ponds	35,000

Atlantic Salmon.

Lake Memphremagog	10,000
" Massawippi	10,000

In addition to the above distribution 250,000 fry were transferred to the rearing ponds at Lake Lester.

The fry were all distributed in splendid condition

I have the honour to be, sir,
Your obt. servant,
A. L. DESEVE.

12. MONT TREMBLANT HATCHERY.

August 20, 1906.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I received, on the 15th November, 1905, 600,000 salmon trout eggs, and, on the 22nd February, 1906, 60,000 red trout eggs.

Of these were distributed: 500,000 salmon trout fry, and 55,000 red trout fry, in the following lakes:—

Lake Tremblant;
" Boisfranc, near Lake Tremblant;
" Pimodeau, by Nominingue;
" Wanish, Noir & Argenté, by Montford;
" Superieur, Sauvage & Paquette, by St. Faustin;
" Charlebois and Masson, by Ste-Marguerite;
" Cornu, by Nantel;
" Labelle, Clair and Croche, by Labelle;
" de Sable, at Ste. Agathe;
" Mercier, near Mont Tremblant.

The fry were distributed in fine condition,

I have the honour to be, sir,
Your obedient servant,

ALPHONSE ROBERT,
Officer in Charge.

13. ST. ALEXIS HATCHERY.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—In accordance with your instructions, I have the honour to submit my annual report on the operations at this hatchery during the past season.

I may say that the work at this hatchery is almost exclusively devoted to the collecting and hatching of speckled trout.

The department is well aware of the difficulties to be contended with in securing large quantities of this species of fish.

However, I am glad to be able to report that (653,000) six hundred and fifty-three thousand eggs were collected and laid down in the troughs in good condition, the first fry appearing about the twentieth of April, and were distributed in the following waters:

Lac Patterson	15,000
" Winchester	50,000
" Vierge	20,000
" Caribou	30,000
" Des Six	38,000
" Corolus	60,000
" St. Jovite	20,000
" La Peche	100,000
" Sans Bout	50,000
" Bonne Terre	20,000
" Bluets	20,000
" Boulanger	50,000
" Three Lakes	20,000
Eyed eggs shipped to other hatcheries	150,000

I may say that all the fry were planted in good condition and the loss during incubation was almost nil.

I have the honour to remain, sir,
Your obedient servant,
JOS. ELLIOTT,
Officer in Charge.

14. BALDWIN'S MILLS REARING PONDS, QUE.

BALDWIN'S MILLS, Aug. 29, 1906.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit the following report for the past year.

This establishment has been very successful in the rearing of fish so far, viz., gray salmon and speckled trout, ouananiche and Atlantic salmon and Pacific salmon. The parent brook or speckled trout now in the retaining tanks are looking fine and healthy, and the prospects are that a very much larger percentage of ova than last year will be procured.

From the 260,000 fingerlings on hand last fall, as previously reported, I delivered to Messrs. Deseve and Merry, of the Magog hatchery, which they report as being distributed in first-class condition as follows:—

Gray Trout Fingerlings.

Fall 1905.

Lake Memphremagog	35,000
Lake Massawippi	15,000

Salmon Trout.

Lake Memphremagog	35,000
Lake Massawippi	30,000

Salmon.

Lake Memphremagog	10,000
Lake Massawippi	10,000

Ouananiche.

Lake Croche	9,000

Gray Trout.

Lake Lester (distributed by self)	6,000

Gray Trout.

Spring, 1906.

Lake Lester, per self	21,000

Salmon.

Lake Lester, per self	69,000

Yearlings, Salmon Trout.

June, 1906.	
Orford Lake, per Messrs. Deseve and Merry	4,000
August, 1906.	
Lake Memphremagog, per Messrs. Deseve and Merry	4,000
To be distributed as per orders.	

Yearlings, Salmon Trout.

Lake Massawippi	2,000

I am also pleased to report that I received, June, 1906, in good order from Magog hatchery—

Salmon fry	75,000
Gray Trout fry	75,000
Salmon Trout fry	100,000

The road recently built by the department to this establishment has proved a boon, the distributing of fish, freighting, &c., is accomplished more easily now than by boat, as formerly.

Some 48 tons of ice were put in the ice house last winter. I find a large amount is required for distributing purposes and keeping fresh liver for food.

The fish in the rearing tanks have grown well, with very little loss, though not quite as large this season as last owing to the fact that the winter was long and severe, the hatching being a month later. At present time they are from 2 to 2½ inches in length.

I might also suggest that on account of bad roads the distribution of fish should be no later than the last of September or 1st of October, they will be then 3 to 3½ inches long.

The whole respectfully submitted,

I have the honour to be yours very truly,

W. G. BELKNAP,
Officer in Charge.

15. TADOUSAC HATCHERY.

TADOUSSAC, August 20th, 1906.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In accordance with your instructions, I have the honour to submit my report for the operations carried out in the Tadousac hatchery for the present year. From the crop of salmon eggs of November last, 3,500,000 deposited on the trays in the Tadousac hatchery; 250,000 salmon eggs were packed in moss and sent to the Roberval hatchery to be hatched there and planted this season in the rivers of the Lake St. John. On the first of April last some 500,000 eyed salmon eggs were also packed in moss and sent to our new Ste. Marguerite river hatchery. All precautions were taken to make a success of it. The boxes of salmon eggs have been carried on a sled fitted up with springs to prevent the least knock on the road. Those 500,000 salmon eggs hatched out well in the first days of May and were planted by myself in June in the Portage river tributary of the Ste. Marguerite salmon river. The balance of the salmon eggs

2,750,000 remaining in the Tadousac hatchery hatched out in May, and the salmon fry to the number of 2,435,000 were distributed in the following rivers and lakes :—

Murray Bay river	200,000
Little Saguenay river	100,000
St. John's river	100,000
Jacques-Cartier river	125,000
Ste. Marguerite river, North east B	200,000
Baude river	500,000
Chisholm river	500,000
Long lake	300,000
Gobeil's lake	300,000
Du Gouffre river by the proprietor, Wm. Kennedy	10,000
	2,335,000
A Mars river, Ha Ha bay	100,000
	2,435,000

As usual, we set our two salmon nets in May for the capture of parent salmon. The salmon came in much earlier than usual and in large number. On the 11th of July, we had secured seven hundred fine parent salmon and our salmon nets raised. Of that number 400 were females and 300 males now in the salmon pond and being much admired by a great number of visitors. Besides the 700 parent salmon in the pond waiting for the spawning time, 295 salmon of smaller size were liberated at the door of the salmon fisheries, and 41 damaged salmon were sent to the nuns of the Hospital 'Hotel-Dieu St-Valier,' Chicoutimi. In all probability, at the spawning time, I will collect at least 4,000,000 eggs. The new Ste. Marguerite river hatchery, situated on a fine stream of the purest water, will prove to be of great benefit for the river and the salmon fisheries in general.

The president of the Ste. Marguerite Salmon Club, Mr. William Mitchell, of New York, went up in July to see the hatchery and was very much pleased with it. The net salmon fishing has been very good. We have been favoured in it by the good easterly wind prevailing in all the fishing season. The fly fishing has also been splendid in all the salmon rivers tributaries of the Saguenay river. The guardians of the salmon rivers report them well stocked with parent salmon. Mr. J. N. Maher, employed by the Provincial Government as guardian of the Saguenay river, told me that he saw enormous quantities of salmon at Ha Ha bay at the entrance of the River à Mars, where some salmon fry from the Tadousac hatchery have been planted every season for the last twenty (20) years. As soon as our salmon nets were taken off, I set my men for the remainder of July to work at some temporary repairs to the dam of the salmon pond, which leaked so much that a small depth of water was remaining in the pond at low tide, and I was afraid for the safety of our parent salmon. On the 3rd of August I had the pleasure of the visit of the Hon. Minister of Marine and Fisheries. The sidewalk leading to the kiosk of the salmon pond, broken by the ice, has been replaced, to the great delight of the visitors. The Lakes Long and Gobeil, with great quantities of fresh water smelts, proves to be a good nursery for our young salmon. About ten days ago a gentleman fishing for trout in the Gobeil's lake caught three fine specimen of young salmon, weighing 2¼ and 2½ pounds. The first planting of some salmon fry there had been done in 1902. Those young salmon go down to the St.Lawrence river by the Little Bergeronnes river.

I have the honour to be, sir,

Your obedient servant,

L. N. CATELLIER.

16. GASPÉ HATCHERY.

GASPÉ, September 10, 1906.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report upon the work of the Gaspé hatchery during the past year.

As stated in my last report of December 9, 1905, I laid down in the troughs on November 5, about 1,250,000 eggs, and I am pleased to be able to report that I had a very small percentage of loss.

Owing to the cold late spring, the fry were late in hatching out, and I only commenced planting them in the rivers on July 3, but having a good supply of canoes we got them out quickly and in fine condition, an officer from the hatchery supervising the planting in one of the rivers every day. They were planted as follows:

River St. John (Douglastown)	336,000
River Dartmouth	382,000
River York	382,000
Making a total of	1,100,000

I am pleased to be able to report that both the salmon net and fly fishermen have had a most successful catch this last summer, and the guardians still on the river report great quantities of salmon now on the spawning beds; and amongst them large numbers of grilse and small salmon.

The hatchery is cleaned up and trays, &c., put in good shape for the work for the coming season.

I have the honour to be
Your obedient servant,

R. LINDSAY,
Officer in Charge.

17. RESTIGOUCHE HATCHERY.

FLATLANDS, near CAMPBELLTON, August 22, 1906.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to transmit herewith my twenty-sixth annual report upon the operations of the Restigouche hatchery during the past year.

The Government net and W. G. McBeaths licensed net were operated for a short time during the season of 1905, for the capture of parent fish, some 175 very large fish were collected from both nets, and as these were two-thirds female, fully one million fine eggs were collected and deposited in the hatching troughs last autumn. These were further supplemented by a quota of 750,000 eggs from the Carleton pond, St. John, filling the hatchery almost to its usual capacity. Great success was accomplished in the care and hatching of these eggs, not more than 10 per cent being lost during the period of incubation and after fry had hatched.

The work of distributing the fry in the various streams and rivers began June 20, and they were planted in fine condition as follows:—

Restigouche river between hatchery and mouth Kedgwick, towed by scow	900,000
Upsalquitch river, towed by scow	300,000
Matapedia lake, by train	100,000
Matapedia river "	200,000
Matamaga Salmon Club,	
Causapscal, held over in tanks	25,000
Held over in hatchery in pond and tanks	50,000
Total	1,575,000

Salmon Trout.

50,000 semi-eyed eggs received from Ottawa hatchery in April.	
Fry distributed in Lake Matapedia	45,000
Grand total	1,620,000

The departmental net and W. G. McBeath's licensed net were again set this season about the 1st of June, for the capture of stock fish, both nets were only kept fishing for three weeks, when they were taken up, having captured 340 fine large salmon, the greatest catch in the history of the government net; these fish will yield a very fair supply of eggs for the stocking of the hatchery this fall.

Upon further investigation, I find a great deal of uncertainty existing in connection with the establishment of a salt water pond.

Rather than disturb the present departmental net and pond, it would be better to lease out one or two more of the licensed nets, which are set immediately below the government net, and permit of those fish which are now going into the market being captured for the pond and stocking of the hatchery. Were such a scheme adopted, our net could be raised early in June, when a sufficient supply of fish was obtained, which was the case this season. This method would always guarantee a good supply of fish, at less cost than constructing a new pond.

Since the distribution of the fry, the hatching house has been dried and thoroughly cleansed, and all trays and troughs revarnished and made ready for the reception of the ova this autumn.

Trusting the foregoing report will meet with your approval,

I am, sir,
Your obedient servant,

ALEXANDER MOWAT,
Officer in Charge.

18. GRAND FALLS HATCHERY.

Grand Falls, N.B., August 27, 1906.

Prof. Edward E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I respectfully request herewith to transmit to you a statement of the work done at the St. John river fish hatchery under my charge, since the month of November 1905. About the 14th of that month I received my quota of salmon eggs from the Carle ton pond, about one million six hundred thousands; they arrived at the hatchery in good order in charge of my assistant Frank J. McCluskey, and were placed on the trays immediately on arrival, and they did remarkably well all winter and hatched out a very good percentage of young in the spring, they were carefully handled and kept clean during the hatching season with a good supply of pure cool water all the winter.

On June 18 we commenced to distribute the young fry into the following named waters, with the approximate number in each place:

Ste. Croix river, in Charlotte county	150,000
Tobique river, in Victoria "	250,000
Salmon river " "	245,000
St. John river " "	500,000
Rapide des Femmes " "	150,000
Skiff lake, York county	55,000
	1,350,000

I am very much pleased to be in a position to inform you that the distribution of the fry was well and successfully done.

All of the foregoing is respectfully submitted.

I am, sir,
Your obedient servant,
CHAS. McCLUSKEY,
Officer in Charge.

19. MIRAMICHI HATCHERY.

South Esk, N.B, August 30, 1906.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I beg to submit the following report on the operations at this hatchery during the past year.

By reference to my last annual report, December 7, 1905, it will be seen that the total number of ova collected here last autumn amounted to 2,375,000. Of this number 650,000 were shipped to the hatchery at Windsor, N.S., leaving a balance of 1,725,000 in this hatchery. This number of ova was carried through the winter months without any loss above the usual percentage, and at hatching time yielded 1,650,000 healthy fry, which were distributed in the following waters:

Northwest Miramichi	700,000
Little Southwest Miramichi	500,000
Main " "	200,000
Sevogle river	175,000
Pleasant lake, King's county	50,000
Shediac river, Westmorland county	25,000
Total	1,650,000

It will be seen by the above statement that all the fry were deposited in the Miramichi and Sevogle rivers, with the exception of 75,000 which were applied for by the 'Pleasant Lake Fishing Club' and by 'The Shediac River Fish and Game Club.' It was considered advisable to omit all the small streams in which comparatively small quantities of fry were planted in past years, and to confine operations to the larger and more important rivers. The plan of liberating large quantities of fry in the main streams, it is believed, will prove just as beneficial, and be less costly than carrying small lots to the planting grounds on all the small streams, as has heretofore been done. There are exceptions to this plan where good results can be obtained by planting small lots from year to year. For instance, Pleasant lake in which very few fish of any kind were found a few years ago, now affords splendid angling, resulting from the planting of fry from this hatchery, but the idea, that in order to benefit the small streams that are tributaries of a large river, that a quantity of fry must be planted in each, as has been done here in the past, is erroneous, and in my opinion these streams will be just as much benefited by planting the fry in the main river into which the smaller rivers empty. As previously stated, this plan was adopted this year, and I may add that all the fry were planted in splendid condition, under the supervision of the assistant officer.

After distribution was completed, the usual work of varnishing the hatching troughs and trays was performed, and the interior of the hatchery put in as good condition as possible.

Although the interior of the hatchery is not in as good condition as it should be, it has been decided not to expend any great amount on repairs this year, but only to have such work done as will insure the coming season's operations to be as successful as heretofore.

The necessity of improving and enlarging this hatchery is great, and I will only state here that although the hatching and distributing of over 1½ millions of fry annually has been successfully accomplished, it has been performed under a great many disadvantages, as the building is old and dilapidated, constantly requiring slight repairs, also badly lighted, and the troughs and tanks not arranged in the manner that experience has taught will give the best results with the least danger of loss. I may also add that the importance of the salmon fishing of this river and bay would justify the erection of a hatchery with fully twice the capacity of the present one. Three millions of fry could be hatched at very little more expense than incurred for the present output. There is no difficulty in obtaining all the parent fish required only a short distance from the hatchery, and the necessary accommodations for retaining them until spawning time can be very easily arranged.

For the purpose of obtaining the required supply of parent fish this year, two stands of nets are now in operation, and although no fish have yet been placed in the retaining pond, the indications are that no difficulty will be experienced in obtaining a full supply.

In conclusion, I may say that another very successful season has been experienced by the fishermen and anglers on the rivers in this section. The catch easily surpasses any that has been made during the last twenty years. Salmon entered the river early in May and continued very plentiful until the fishing season closed. In conversation with one fisherman who operates his nets about twenty miles down river from where the hatchery is situated, he informed me that he procured over 5,000 fish from his own nets in two months. This was not an exceptional case this year, as all the fishermen from Tide Head to the mouth of the bay had catches far above the average. The anglers on all the streams made very large scores and I have been informed by many of these gentlemen that they never before saw such numbers of salmon and grilse in the headquarters of the rivers. Some of the guides say that in many comparatively small pools anywhere from 100 to 200 salmon could be seen. The same is reported from all the rivers. The guides also state that good fishing could be obtained this year on some streams where in past years only on very rare occasions a salmon could be found. Immense numbers of grilse also entered the rivers during the month of July. This will tend to show that the future supply of grown salmon is assured.

On the whole, the salmon fishery was never in better condition, and more profitable to those engaged therein than at present. This is certainly a great encouragement to continue the work of planting as large a number of fry as possible every year, in order to assist nature in keeping up the supply to meet the increasing demands that are annually made upon our fishery. Fish-breeding has become very popular with the fishermen and anglers in this locality, and they appreciate the good done them by the government in operating the hatcheries, and look forward to the time when this establishment will be so improved, that the output of fry will be greatly increased.

I am, sir,
Your obedient servant,
ISAAC SHEASGREEN,
Officer in Charge.

20. SHIPPEGAN HATCHERY.

SHIPPEGAN, August 16, 1906.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to report on the operations of this hatchery during the past season. Female lobsters were not as plentiful as last year, which may be attributed to stormy weather which prevailed all through the lobster season. However, the collection of eggs amounted to nearly one hundred millions and the output of young lobsters to seventy millions. The first appearance of young lobsters occurred on the 15th June, and the last distribution was made on the 11th July, when operations ceased for the season. The interior of the building has been cleaned and put in readiness for next year's work.

I have the honour to be, sir,
Your obedient servant,

SEBASTIEN SAVOY,
Officer in Charge.

21. SHEMOGUE LOBSTER HATCHERY.

CAPE BALD, N.B., Sept. 13, 1906.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit the fourth annual report of the Shemogue lobster hatchery, and in doing so I am pleased to say that we have been very successful.

The first spawns came in the 31st of May, and we closed on the 28th July, the hatchery being in operations 59 days, with this short season we have put out 122,000,000 of healthy young lobster fry. We delivered these on the usual ground, from Cassey Cape light, west, to Cape Tormentine, east, a distance of about 40 miles; we collected the eggs within these limits.

The lobster factory which I visited made good fishing, of hard shell lobster in June, but much more so in July when the shells got softer, they came in very plentiful, but of smaller size, and it is the general belief that the hatchery has produced 40 per cent of this year's fishing. I have looked after the hatchery business as well as possible, as my report will show.

We have laid wire fence around hatchery lot, also painted the buildings, and pipes, tanks, &c. ready for next season.

I am, sir,
Your obedient servant,

NAP. S. LEBLANC,
Officer in Charge.

22. BEDFORD SALMON HATCHERY.

Bedford, N.S., August 29, 1906.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I beg to submit my annual report on the operations of the Bedford Salmon hatchery during the past season.

In October last, I procured at Phinneys pond, Spa Spring, Annapolis county, 125,000 speckled trout eggs; and early in November obtained at the Carleton retaining pond, St. John, N.B., about 1,120,000 salmon eggs, all of which were carefully laid down in the hatching troughs here.

At the time the trout were spawned the water in the pond was very low, the fish were far from being lively, and the eggs taken from them were not all perfect, consequently about fifty per cent became sterile.

Of the 1,120,000 salmon eggs, one million fry were successfully hatched and planted in the following rivers:—

Salmon Fry.

80,000	Bear river	Annapolis	Co., N.S.
30,000	Milville river	“	“
200,000	Pennant “	Halifax	“
200,000	Nine Mile river	“	“
200,000	Little Salmon river	“	“
190,000	Indian “	“	“
100,000	Sackville “	“	“
Total. 1,000,000.			

The speckled trout were planted in the following named waters:—

Speckled Trout.

5,000	Kidsons lake	Halifax	Co., N.S.
5,000	Lochaber “	Antigonish	“
5,000	Barren “	Colchester	“
5,000	Folleigh “	“	“
5,000	Armstrong lake	Hants.	“
5,000	Fales river	King's	“
5,000	Croskills lake	Annapolis	“
5,000	Mersey river	“	“
5,000	Bear river (East Branch)	“	“
3,000	Phinneys Pond	“	“
3,000	McGregor's lake	Pictou	“
Total.. 51,000			

Salmon Trout (from Ottawa).

10,000	Long lake	King's	Co., N.S.
10,000	Aylesford lake	“	“

The distribution of fry commenced on the 14th of May and was completed on the 14th of June.

During the past season large quantities of salmon, from the four lb. grilse to the 20lb. mature fish have been captured along the Nova Scotia coast, and quite a number have been taken by fly in rivers where salmon have not been caught for years, and recently stocked from this hatchery.

A number of unsolicited letters have been written me concerning the success of stocking depleted rivers, amongst them are some from Mr. F. B. Gerrard, superintendent of the Commercial Cable Co. Hazel Hill, D. Carmichael, and F. G. Burstal, electricians, all of whom are active sportsmen and take great interest in our fisheries.

These letters, which I herewith inclose, refer particularly to Cole Harbour river, Guysboro county.

Large quantities of salmon, both grilse and mature fish have been playing in the Bedford basin this season, 80 have been caught in nets, and quite a few have taken the fly in Sackville river, and anglers are well pleased with our efforts to restock this river.

The hatchery is in a good state of repair. The usual cleaning, renovating and painting is being performed. The grounds and premises are kept neat and tidy, attracting the attention of all persons who visit Bedford.

I am, sir, your obedient servant,

ALFRED OGDEN.

COOEE COFFRF, GUYSBORO CO., N. S., July 16, 1906.

ALFRED OGDEN, Esq.,
Bedford, Halifax Co., N. S.

DEAR SIR,—You will be pleased to learn the efforts made during the years 1901-2-3-& 4 to restock Cole Harbour river with salmon, the fry being obtained from your hatchery, has proved very satisfactory.

During the past three weeks, anglers report having killed a number of fish in the river, also the fishermen at Cole harbour have been taking them in their nets. They say these fish are somewhat different from the salmon usually caught there. This afternoon, I had the pleasure of landing a beauty from the upper pool in the falls.

As you are no doubt aware, this stream is an excellent breeding ground for sea trout, consequently you will appreciate what a valuable addition has been made to the fisheries of Cole harbour.

Yours respectfully

D. CARMICHAEL.

HAZEL HILL, GUYSBORO CO., Aug. 23, 1906.

ALFRED OGDEN, Esq..
Bedford.

DEAR MR. OGDEN,—I am delighted to tell you that the benefit of stocking the Cole Harbour river with salmon fry has been very clearly demonstrated in the rod fishing results on the upper waters of the stream this season.

Quite a number of salmon have been captured of over three pounds, and many more have been seen,—aye even hooked,---needless to say the latter have invariably been of much larger dimensions than those actually landed.

The members of the Eastern Angling Club, who assisted in the distribution of the fry, are much pleased to find that the efforts to improve the salmon have been so markedly successful. We extend our hearty congratulations to you upon the result, and trust you may find it possible to continue your good work in this direction in the coming spring.

Yours very truly

F. B. GERRARD,

President, Easton Angling Club.

HAZEL HILL, Aug. 23, 1906.

ALFRED OGDEN Esq.,
Superintendent Fish Hatchery.
Halifax, N. S.

DEAR SIR,—It is with a great deal of pleasure that I wish to inform you of the apparent beneficial effects of the department's and your endeavours to improve the rod fishing in our rivers. Several years ago you commenced by sending us some fry for the purpose of stocking the rivers in this section of country and whilst up to the present season I personally have not caught or struck any fish that I could possibly say were the result of such stocking, still I have heard of several who have had such luck.

But this season I was successful in landing three salmon, otherwise grilse, one morning in the river above tidewater at Cole harbour, Guysboro county, weighing six pounds each, and which I am satisfied were the result of the fish sent there by the department and yourself.

I give this testimony in the interest of the stocking and preservation of our river fishing in Nova Scotia.

I think that if work in this direction were continued we should soon have our rivers equal to any on the continent of America.

Yours truly,

F. G BURSTALL.

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27. WINDSOR HATCHERY.

WINDSOR, August 23, 1906.

Prof. E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In making my first annual report on the operations conducted at this hatchery during the past season, I am pleased to state that the hatching and distribution of the Atlantic salmon eggs was most successful.

The eggs were received through an officer from the hatchery on the Miramichi river who attends to the placing of the same in the hatching troughs and gave me advice as to their care.

During the season some inconvenience was experienced from sediment but no injury was caused to the eggs. The fry were distributed under the directions of Inspector Finlayson and placed in the following rivers :

Meander,	Hants Co		110,000
Avon,	"		155,000
Kennetcook,	"		50,000
Gaspereaux,	King's Co		60,000
Cornwallis,	"		50,000
Great Village,	Colchester Co		50,000
De Bert,	"	"	50,000
Folley,	"	"	50,000
Total			575,000

An experiment was made in the hatching of shad, but, notwithstanding the indefatigable efforts of the officers having this work on hand, the high temperature of the water supplying the jars in which the eggs were placed caused a premature hatch, the young fish being too weak to rise in the incubating jars. Respectfully submitted.

I am, sir, your obedient servant,

FRANK BURGESS.

24. MARGAREE HATCHERY.

N. E. MARGAREE, N.S., August 29, 1906.

Professor EDWARD E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—In compliance with recent instructions I herewith submit the annual report of the fish-cultural operations conducted in Margaree hatchery during the season of 1905–06.

On October 26, 1905, I proceeded to Carleton retaining pond, St. John, N.B., to procure the necessary quantity of salmon ova for the season's operation. On November 8, I arrived at the hatchery with 1,072,000 fertilized ova, which were without delay removed from the transportation cases and placed in the incubation troughs. Having abundance of space, and for reasons best known to the pisciculturist, a lesser number of ova were carried on each tray than past years. We were troubled less with *fungus*. This fact and better general results is attributed in part to that. The average daily temperature of the water was higher than usual, consequently hatching commenced earlier, and were concluded about April 15. The resultant fry, vigorous and healthy, numbering 910,000, were planted during May and June in the following rivers and streams, namely:—

DISTRIBUTION OF FRY.

Stewart's brook,	Margaree river,	Inverness Co	25,000
Big Intervale	"	"	75,000
Sugar Loaf	"	"	50,000
Black Rock	"	"	25,000
Tingley	"	"	50,000
Greig's	"	"	100,000
Hatchery	"	"	50,000
Hatchery brook	"	"	50,000
N. E. Margaree	"	"	100,000
Cranton's Ferry	"	"	50,000
Phillips'	"	"	50,000
Rossville	"	"	75,000
Cheticamp, Little river		"	150,000
Middle river, Victoria Co			30,000
Baddeck " "			30,000
			910,000

It will be noticed that fewer rivers were stocked this season. This is following the suggestion made by the Superintendent of Fish Culture, in his last annual report, where he recommends the discarding of the system of stocking indiscriminately and inaugurating the system of stocking by localities. The Margaree and Cheticamp, the leading and most important salmon rivers of Cape Breton island, mainly received the output of the hatchery. It is hoped during succeeding years to stock other streams in a similar manner. I am convinced that the very best results will follow this system of stocking.

I am pleased to be once more in a position to report the good work being done by this hatchery. At the inception of the artificial propagation of salmon here, in 1902, and since, very strong opposition was offered to the work. We were informed that we would never see any good results. But last year the first results were visible. For twenty years salmon were never more plentiful. The majority were convinced. A few would not yield but maintained that last year's results were accidental, and would not be continuous. But the last is simply eclipsed by the present season, which is truly a 'record breaker.' Since the opening of the season it is no exaggeration to report that the Margaree pools are teeming with fish, if perchance the angler has not had success, the fault lies generally with himself. Large numbers of sportsmen have fished its pools with wonderful success, among the number several celebrities, led by William Travers Jerome, New York's District Attorney.

At present I am having the buildings renovated, the supply tank, troughs, trays, and cans varnished, and fixtures placed in readiness for a new supply of ova.

All of which is respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

A. G. CARMICHAEL,
Officer in Charge.

25. BAY-VIEW LOBSTER HATCHERY.

PICTOU, August 23, 1906.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I beg leave to submit my report of operations at Bay-View Lobster hatchery for the season of 1906.

I commenced to get the hatchery ready for operation on April 23, one week earlier than last season.

I started the steam pump on May 7, with 7,000,000 of eggs in the jars, and with the aid of a steamer I collected ova from five canneries up to June 19.

Female berried lobsters were very scarce this year, and I was only able to fill 270 jars, or 50 jars short of the capacity of the hatchery.

This season was very cold and stormy and the fishermen missed a good many hauls during the season.

The eggs were delivered to the hatchery in good condition and hatched out very successfully.

The fry appeared first in the tanks on June 20, and hatched out very rapidly. 100,000,000 fry were distributed between Pictou island and the mainland, and around Gull Rock. 18,000,000 were also distributed between Merigomish, Arisaig and Cape George.

The frequent storms this year gave us a lot of work in caring for the eggs, by bringing in a lot of mud which could be remedied by having the supply pipe extended further out into the channel.

During the season, with authority from the department, I had the steam connections and valves renewed on the boiler. I also pointed the outside of the salt water tank, and repaired the curbing of the wells. This season being wet our wells gave us a good supply of water for the boiler.

Last September the entire covering of the wharf was renewed, it is now in good repair, and under ordinary conditions should last for many years.

The galvanized inner waste pipes will have to be renewed before we commence operations next season, but repairs to the hatchery will be very light next year.

The hatchery was closed on July 11, after the necessary cleaning and painting.

I have the honour to be, sir.
Your obedient servant,

W. F. HARRIS.

26. CANSO LOBSTER HATCHERY.

Canso, N.S., August 30, 1906.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa, Ont.

Sir,—I beg leave to submit my second annual report of operations at the Canso hatchery for the season of 1906.

Having some preliminary work about the inside of hatchery I opened it on April 2nd so as to be ready to receive the ova as soon as fishing began.

On 19th we began operations, but owing to it being such a backward spring there was not much fishing done in April. On 30th the steamer began collecting ova and visited the factories about Tor Bay, White Head, Canso and Queensport.

We collected 95 millions of eggs and had them delivered at the hatchery in good condition.

We hatched 71 millions of healthy, young fry and distributed them around the waters of Tor Bay, White Head, Canso and Queensport.

Fishermen are taking great interest in the hatchery here since seeing its practical working results; they think it is a grand thing and very much needed to replenish the lobster fishery, which has for the last few years been falling off.

I have the honour to be, sir,
Your obedient servant,
JAMES MEAGHER,
Officer in Charge.

27. FOURCHU LOB_TER POND.

Louisburg, C.B., Nova Scotia, September 18, 1906.

Professor E. E. Prince.
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I beg to submit my report as the officer appointed to supervise H. E. Baker's seed lobsters pound at Forchu, N.S., for the year 1906.

The first seed lobsters were deposited in the pound on the 14th May.

The lobsters taken in pound from the 14th May to the 30th June, with the exception of about 3,000, were removed and placed in the waters off the Richmond county coast the sixth and seventh days of July. The lobsters were in good condition.

Lobster fry was first seen in the pound on the 18th July, and from then to the date of the final removal fry was seen daily in and around the pound. They do not stay in the vicinity of the pound but can be seen swimming towards the ocean shortly after being hatched. On the third and fourth of August all of the lobsters were replaced in the waters off Cape Breton and Richmond counties, care being taken to replace the quantities of lobsters as nearly as possible in the waters from which they were originally taken. All of the lobsters this season were in exceptionally good order and condition when taken out of the pound.

The death rate was considerably less than in former years. In May and June it did not exceed two per cent, and in July a fraction over three per cent.

The weather during this season has been colder than usual, and the temperature of the water was considerably less than the preceding years, which accounts to some extent for the low death rate. Also, the lobsters were handled more carefully in the fishing smacks while being conveyed from the fishing grounds to the pound.

The condition of lobsters at time of removal was as follows. viz.: Eleven per cent eggs hatched, thirty-five per cent pale, light coloured eggs, advanced, the balance were in different stages of development, principally dark and green coloured, and would not hatch for some weeks. The sizes were from eight to twelve inches, principally from nine to eleven inches. We had a few fully developed lobsters with eggs seven and seven and half inches.

The catch of all kinds of lobsters on this coast has been under the average, the quantity of seed lobsters caught was considerably less than during the previous seasons.

It is too soon for the fishermen to feel the effect of the pound at Fourchu, N.S., by increased catch of lobsters, as it has not been in existence long enough for the young lobsters to grow large enough to be caught. I look for considerably larger captures on this coast in a couple of years as a result of the mother lobsters having been taken care of and allowed to develop their young in a natural way.

Everything I have written in my previous reports in connection with the pound for seed lobsters at Fourchu, N.S., I again confirm.

I am, sir, your obedient servant,
H. C. V. LEVATTE,
Fishery Officer.

28. KELLY'S POND HATCHERY.

Kelly's Pond, P.E.I., June 2, 1906.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries,
Ottawa.

Sir,—I have the honour to submit to you my report of last season's work at Kelly's Pond hatchery. On November 9, Inspector Finlayson of the Department of Marine and Fisheries placed in the hatchery 800,000 salmon eggs. For the first two months we were very much troubled with muddy water which necessitated a great amount of washing. However I am happy to say it did not injure the eggs in the least. On February 9 the eggs began to ha'ch ; on March 24 we emptied the trays into the troughs. At least 90 per cent of the eggs were succesfully hatched out and distributed in the following rivers, viz.:—

Morell	200,000
Winter river	300,000
Wheatley river	100,000
Dunk river	100,000
Mores river	20,000

In the last four mentioned rivers we did not see a single dead fish, but in Morell there were a few that were not as lively as I would like. The hatchery and the dam are in a very good state of repair, but my assistant's house and the hatchery would be very much improved by having another coat of paint.

I have the honour to be, sir,
Your obedient servant,
A. W. HOLROYD,
Officer in Charge.

29. BLOCK HOUSE POINT HATCHERY.

Block House Point, P.E I., July 10, 1906.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries, Ottawa.

Sir,—I beg to submit my report of the work done at Block House Point hatchery for the past season. The hatchery opened for work on the 9th day of May. For the first three weeks the weather was very stormy, consequently it was impossible for the tug to make regular trips. The percentage of spawn lobster was unusually small, therefore we did not get as much spawn as last year, but I am pleased to say it hatched out splendidly. We had no dead lobsters or bad spawn in the hatchery. We distributed ninety millions of young lobsters in the following places, viz : Canoe cove, St. Peter's island, Governor's island, Governor reef, Holland cove and at the entrance of Ch Harbour. During the summer there has been a coal shed and sleeping house built for the men.

The hatchery and buildings are in good condition.

I am, sir, Your obedient servant,
A. W. HOLROYD,
Officer in Charge.

ANNEX C.

REPORT ON OYSTER CULTURE BY THE DEPARTMENT'S EXPERT FOR THE SEASON OF

1906.

C. G. S. 'OSTREA' SHEDIAC, N.B., October 1st, 1906.

Professor E. E. PRINCE,
Dominion Commissioner of Fisheries,
Ottawa.

SIR,—I have the honour to submit to you my report on oyster culture of this season's work to date in Prince Edward Island and New Brunswick.

On the 14th May I received instructions from your department for the *Ostrea* to patrol the coast between Cape Tormentine and Chockpish on the New Brunswick shore, to prevent lobster lines and gear being placed in those waters before the 25th May in that district; this was effectually carried out, Fishery Officer James Noonan being on board during the time we were patrolling between Cape Tormentine and Shemogue. On the 25th May returned to Charlottetown, where I coaled, watered and provisioned steamer, but owing to bad weather was unable to leave until the 1st June, when I sailed for Malpeque, P.E.I., arriving there on the 5th instant.

Malpeque.

On my arrival I was met by Fishery Officers Davison and Forbes and spent the remainder of the week with them at Grand river and Bideford river, settling disputes among the quahaug fishermen. In the following week, I commenced raking on the oyster beds in Richmond bay and continued to do so while weather permitted until the 20th July, when I considered it advisable to discontinue my work, as I had been watching the oysters and found they were nearly ready for spawning. Raking over the grounds in the spring months cleanses the beds, by removing seaweeds and eel-grass, it turns over the loose shells and disturbs the sediment, which is carried away by the tides, leaving the beds clean, as on the opening of navigation they are in a dirty state, for they have laid dormant all the winter, covered over with ice and no action of the sea to disturb the bottom until a thick sediment has settled over the whole area; this I know from actual experience. The grounds require to be worked on before the spatting season arrives which does not take place as a rule until late in July as the temperature of the water has not become sufficiently warm until the above date, and it is positively necessary for some such work to be carried on to cleanse the grounds, if one desires the spat to find a favourable resting place. Most of the work was done on a very large bed situated off Little Curtain island, but when it was too windy and rough to remain on that bed, I hauled the rakes over the whole oyster area in the bay, by going up to the head of the bay, thus taking advantage of all the areas I could.

After finishing this work I patrolled the bay with Fishery Officer Forbes on board to see that all lobster gear was taken in. This was done satisfactorily.

I then made an examination of Grand river in which Mr. D. Forbes gave me valuable assistance, when the following areas were laid off for mud digging purposes to the satisfaction of both fishermen and farmers. I have described them as follows, giving the local names and places which are known to all the residents :—

No. 1. The first one in Grand river is on lot 14 side, called the Long mussel bed lying off Thompson's cove, Lot 14, to Kingsland point, Lot 16, reserving the ell on the south side or edge for oyster fishing. This bed is approximately about thirty-five acres in extent with mud varying from 14 to 20 feet deep.

No. 2. McLean's bed on Lot 14 side, lying off John McLean's shore east of the road between the Priest's farm and John McLean's farm. This is a large bed where mud has been dug in the past.

No. 3. This is a large bed on Lot 16 side, off Alec. McNeill's shore, known as the Alec. Kenneth bed.

No. 4. Is a large bed on Lot 14 side known as the Bell or wharf bed close to the old wharf.

No. 5. Is a large mussel bed on Lot 16 side known as the McLaren Point bed lying off McLaren's point.

No. 6, This is a large bed lying just to the westward of Grand river ferry wharfs. This is a hard bed and an obstruction to navigation ; and all the beds lying east of ferry wharfs, three or four in number, the lowest being about two miles below the ferry and a little to the eastward of Big Marsh shoals.

These are all large beds with deep mud, and will last for years, and the above description is sufficient as they are all locally known.

While writing on this subject I might suggest that a more systematic form of mud digging be adopted, as the areas are becoming more limited each year ; by removing the mud from the area clean and even, but as it is now, a man digging for mud strikes out in the longest direction leaving lumps and hummocks all over the bed. If the area were dug out clean, this ground might afterwards be converted into another oyster growing area which would last for ages, now it is only an obstruction to navigation where the cuts fill in with soft mud. This could be followed out if the areas to be dug on were staked by the mud diggers before navigation closes, but at the present time there is an unwritten law among mud diggers, that staking of the ground is not allowed and the first man to cut ice and place his digger in position has the right to the best cut on the bed, but I have no doubt that some arrangement might be made so that the bed once dug on should be entirely removed to a sufficient depth and an even bottom. This finished my work in Richmond bay and on the 2nd August I sailed from Malpeque, arriving at

The Brae.

on the 3rd, when I examined the mud digging areas in dispute and and gave the following privileges to the satisfaction of all concerned by striking a line across Brae harbour from Alexander Milligan's west line fence on the north side of Harbour bay, to the inside point of the sandhills on the north-east side of Brae island ; all to the westward of this line to be granted for mud digging purposes. This is practically all the mud available in the harbour ; there are one or two small patches with little depth which have been applied for, for cultivation ; they are utterly worthless to dig on, and will soon be muddied over, unless a little attention is given to them. I sailed from the Brae on the 5th August, arriving in Charlottetown on the 6th inst.

Lobster Patrol.

On my arrival at Charlottetown I found instructions to proceed to Shediac at once, as the clam fishermen were encroaching on the oyster reserve. I patrolled the bay for a few days and was getting ready to rake over the bed here, when I received instructions to proceed to Cape Tormentine and patrol the coast for illegal lobster fishing. On my arrival I was met by Fishery Officers Copp and Noonan, the latter accompanying the *Ostrea* each day she was out; I succeeded in destroying ten back-lines and traps in the vicinity of Cape Tormentine and Baie Verte, also eight lines and traps off Cape Bald; returning to Shediac on the 8th September, the weather being very wild and unsettled during the time I was there.

Shediac, N.B.

On the following week I commenced to rake over the beds in Shediac bay and am still doing so at the time of writing. On examining the Wilbur bed I made three hauls of the dredge with the following results: *1st haul*, 21 large 14 small, *2nd haul*, 35 large 20 small, and *3rd* 58 large and 25 small; I have not yet examined the other beds, but will do so after finishing cleaning this one.

Quahaugs or Hard Shell Clams.

While in Grand river I saw that a great deal of harm had been done to the oyster beds by the quahaug fishermen, who use the long single toothed rake for this purpose, which should be prohibited on oyster beds, as it comes up full of soft black mud. This is washed off before the clams can be picked out, this causes a thick sediment carried by the tides to settle on the oyster beds, giving the oyster spat no chance whatever of finding a resting place, and the amount of mud disturbed in this way is sufficient to choke the parent oyster. I have always maintained that it was detrimental to the oyster industry to fish clams after the close season for oysters had commenced. And as so much trouble is caused by the clam fishermen working on oyster beds during the oyster close season, I would strongly urge the department to take immediate action in placing a close season on hard shell clam fishing. It is now becoming scarce in some localities, and the sooner action is taken the better it will be for the industry, as it is a valuable one and should be preserved.

Tongs and Rakes.

For a number of years the tongs with teeth not more than three inches in length have been used with great success in Prince Edward Island and do not injure the beds, the single-toothed rake with teeth nearly a foot long break the crust of the oyster beds causing mud and sediment to find a resting place which is very detrimental to the beds. The single-handled rake and mechanical tongs or grapnels, (an American invention) hoisted to the surface of the water with a winch, should be prohibited by law from being used on our oyster beds.

Transplanting small Oysters.

During some seasons the oyster spat fall more heavily than others, and there are several shallow natural resting places where young oysters are found, the spat being carried there by the tides, can be easily picked up, especially around Curtain and Ram islands, Richmond bay. If arrangements could be made for these small oysters to be picked up in the spring of the year and transplanted to some of the natural oyster beds lying in deeper water, it would be a great advantage to this fishery in general, as these small oysters do not mature as a rule, but are killed by the frost and ice during the second winter if not removed and placed on areas by other persons. Large quantities have been picked up from time to time by individuals and laid on private areas, but that is of no material advantage to the general public, and if some system like the above could be arranged it would certainly be an advantage to all concerned in the industry.

I have the honour to be, sir,
Your obedient servant,

ERNEST KEMP,
Oyster Expert.

EXTRACTS FROM A PAPER ON OYSTER CULTURE, READ AT THE BOARD OF TRADE ROOMS, CHARLOTTETOWN, ON 23RD MARCH, 1906, BY CAPTAIN ERNEST KEMP, DOMINION OYSTER EXPERT.

Oyster culture is a subject which covers a great deal of ground, as it is conducted in so many various ways according to the country and locality in which it is prosecuted. A general idea of these different systems will not be out of place if I briefly mention some of the methods in which it is carried on abroad before making any suggestions, as to what should be done in the maritime provinces. We all know the waters around us are admirably adapted for the cultivation of these delicious bivalves, as they are growing naturally from the Bay des Chaleurs, along the New Brunswick and Nova Scotia shores, rivers and bays, as far as the entrance of the Strait of Canso, in the waters of Cape Breton, and last but not least, all the waters of Prince Edward Island; how much more so, would be, the output of this extent of territory if all the available water space were occupied by private culturists, it is not for me to say.

I would like to convey to the mind of the culturist, certain things to be carried out and others to be avoided, in order to make his labours a success, so will first make a few remarks on

Oyster Culture in England.

I was brought up among oysters and my intimate connection with the Whitstable Oyster Company, of which I am still a member and where I gained most of my practical knowledge and experience, will enable me to bring to your notice a few facts connected with the industry.

No artificial means are used by the above company on account of the exposed situation of the beds, being nearly four miles off shore. The system of dredging with sailboats is carried on to catch the supply for market, and clean the grounds by moving the cultch or loose shells, and removing weed, starfish, dogwhelks or borers as they are called here, or any other marine enemy of the oyster, also to transfer oysters from one bed to another; the constant dredging keeps the shells in a clean condition, and periodically shells are scattered over the beds to catch the spat. The area is about one and one-half square miles in extent and is divided into sections or beds, different grades of oysters being placed in each particular section, there is one place for marketable oysters, another for half-grown, another for the small, and so on. The fishermen are informed of the quantity and quality they are to catch, each day they go to work on the grounds. These oysters are taken to the company's warehouse where they are culled and shipped to all parts of England and the European continent, as they may be ordered; no oysters are sold on commission for what they will realize. The price is fixed by the company, and very little change is made after it is once fixed for the season.

The oysters sent to market are all of an uniform size, whether it is large or small, according to the grade or quality.

Very little, if any poaching is carried on by the outside fishermen in English waters. At one time some of the ordinary fishermen were strongly opposed to the scheme, where companies applied for concessions, but after these companies became established in many cases it was found to be of great benefit to them, as it opened up a ready market for their catch of oysters, whether young or old, and often they would find employment by hiring themselves and their boats to the oyster growers, where their time would be taken up in cleaning and cultivating the grounds, also catching oysters for market when the trade was brisk, so that the apparent loss of a small area of ground which was entirely useless to them, but where they would occasionally try to fish eventually became a source of employment to many of them with regular wages.

Should any poachers be caught in the act, they are severely dealt with at the hands of justice, either by paying heavy fines or imprisonment. To prevent raids being made by poachers on these valuable grounds a staff of watchmen are always on hand for both day and night work. Dogs are often trained on these watch boats to bark as soon as a boat or vessel comes within the limits of the grounds or is sailing by. These means all tend to keep marauders at bay. Creeps or grapnels are sometimes used; they are attached to chains and spread over the areas, which would catch a dredge if it were hauled over them. Prevention is better than cure. * * * * *

In France the method is somewhat different, as the weather is so much milder and frost is not sufficiently felt to hurt their undertakings, and it is entirely artificial, tiles are used dipped in a solution of sand and lime, forming a rough coating of cement for the oyster spat to adhere to, they are then arranged in layers or in tiers laid crossways, these tiles are not flat but long and rounded, so formed that the spat might adhere to both sides of it.

After the spatting season is over they are carefully inspected, and if the spat had adhered, the tiles were sometimes placed in deeper water until the following spring, when the young oysters are stripped off, by means of a knife or chisel made for the purpose. They are then placed in trays for a short time and afterwards deposited in clairs, pits or other areas allotted for them. Of course this method is impossible in this country owing to the severity of the winters, but I thought it would be useful to know how it is done.

The clairs, which are used chiefly for fattening and greening purposes (of which the French are so fond), are diluted with a little fresh water, and are kept more stagnant than the ponds which are used for growing purposes. Parc owners affirm that the smaller the quantity of water there is in a clair, the oysters, being more exposed to action of light and heat, consequently grow with greater rapidity.

In the parc at St. Joseph's in France, which are most exposed to the inclemency of the weather, the oysters are turned, and laid on their flat sides. This ingenious arrangement renders the animal less accessible to the action of the cold, and gives the shell a firmer position, thus preventing it from being too easily lifted by the surf, and from being thrown to a distance by the violence of the sea.

Oyster Culture in the United States.

Oysters are to be found on nearly the whole length of the coast line, in some places more plentifully than others. There is such a vast area of water suitable to the natural conditions of the oyster and the demand being so great the grounds are divided into two parts; one being the public or natural bed of the State, and the other consists of areas of ground brought into cultivation by owners and companies who devote their time and spend large sums of money in order to bring these grounds into a high state of cultivation. After that is done, the first expense being the heaviest, the grounds are kept clean, and oysters are obtained for market at the same time. Oysters are considered so cheap and plentiful that they are eaten by all classes; they are also exported in large quantities to the European market and also to the Pacific coast for planting purposes.

Oyster farming in America, which presents some features of resemblance to the French system, and also many differences, has grown up as the result of private enterprise, without any help or any direct encouragement from the government.

Several years before Coste and De Bon commenced their experiments, the oystermen of East River, having observed that young oysters fastened in great numbers upon shells which were placed on the beds at spawning season, started the practice of shelling the beds in order to increase the supply; and in 1855, or three years before Coste represented to the French Emperor the importance of similar experiments, the state of New York enacted a law to secure to private farmers the fruits of their labour, and a number of persons engaged in the new industry on an extensive scale.

In portions of Long Island Sound, especially off New Haven, it has been needful to make a crust or artificial surface upon the mud before laying down the shells. This is done with sand.

The following account of the method of laying out and stocking a deep-water oyster farm in Connecticut, and the statement of the attendant expenses, is copied from Ingersoll's 'Report on the Oyster Industry of the United States':—

'It is thought hardly worth trying unless at least fifty acres are obtained, and many of the oyster farmers have more than one hundred acres. These large tracts, however, are not always in one piece, though the effort is to get as much together as possible. He obtains the position of the ground, as near as he can, by ranges on the neighbouring shores, as described in his leases, and places buoys to mark his boundaries. Then he places other buoys within, so as to divide his property up into squares, an acre or so in size. In this way he knows where he is as he proceeds in his labours. Having done this he is ready to begin his active peparations to found an oyster colony.'

Preparations.

'When a cultivator begins the preparation of a deep-water farm, his first act is to scatter over it, in the spring (about May), a quantity of full sized, healthy native oysters, which he calls 'spawners.' The amount of these that he scatters depends on his circumstances; from thirty to fifty bushels to the acre is considered a fair allowance here, I believe. The rule is, one bushel of spawners to ten bushels of cultch. He now waits until early in July (from the 5th to the 15th is considered the most favourable time), when he thinks his spawners must be ready to emit their spat. He then employs all his sloops, and hires extra vessels and men, to take down to the harbour the tons of shells he has been saving up all winter, and distribute them broadcast all over the whole tract of land he proposes to improve that year. These shells are clean, and fall right alongside the mother oysters previously deposited. The chances are fair for catching spawn. Sometimes the same plan is pursued with seed that has grown sparingly upon a piece of ground; or young oysters are scattered as spawners, and the owner waits until the next season before he shells the tract. Sometimes the ground must be cleaned before any preparation can be begun upon it, by elaborate dredging, or otherwise. Within the harbour, for instance, considerable muddy bottom has been utilized by first paving it with coarse beach sand. No spot where there is not a swift current is considered worth this trouble. The proper amount is two hundred tons of sand to the acre, which can be spread at the rate of five sharpie loads a day, at no great expense. The sand forms a crust upon the mud firm enough to keep the oyster from sinking, and it need not be renewed more than once in five years.

Expenses of an Oyster Farm.

In either case, therefore, the planters expense has not been enormous. Two statements are herewith presented of the outlay under the operations outlined above, which are as follows:—

No. 1.—Fifty acres.

2,000 bushels spawners at 30 cents	$ 600 00
15,000 bushels shells at 3 cents	450 00
Planting 15,000 bushels shells at 4 cents	600 00
Total	$ 1,650 00

No. 2.—Sixty acres.

2,000 bushels of spawners at 56½ cents	$ 1,130 00
17,000 bushels shells at 4 cents	680 00
4,453 bushels Bridgeport seed at 10 cents	445 30
Total	$ 2,255 30

In third case Captain George H. Townshend gave a statement of the expenses to me of starting a farm of twenty-five acres off the mouth of East Haven river. This was a more elaborate arrangement, but, on the other hand, was accomplished through a variety of favourable conditions, cheaper than would have been possible with the ground otherwise situated.

2,000 bushels small river oysters at 25 cents	500 00
Spreading same and staking at 5 cents	100 00
600 bushels dredged seed at 40 cents	240 00
10,000 bushels shells, put down at 4 cents	400 00
Total	$ 1,240 00

It would not be unfair to average the cost of securing, surveying and preparing the deep-water beds at about $40 an acre, or about $4,000 for one hundred acres. To this must be added about two dollars an acre for ground surveys, buoys, anchors, etc. This starts the planter in his undertaking, and if these beds are in an exposed position they are liable to suffer loss by storms, shifting sands, etc.; if, on the otherhand, they are well protected by nature, there is the watching and attention to be given to them grounds, as the catching of the stock after it has matured, or the separating of the seed which must cost a further sum, but when once started, there are always oysters which are caught that can be marketed, so that you are killing two birds with one stone, catching the oysters and cleaning the ground.

Management of Oyster Farm.

Having secured a spat of young oysters upon the cultch which has been laid down for them, they are left alone until they attain the age of three, four or five years, according to the thrift and the trade for which they are designated, by the end of which time they have reached a large size and degree of fatness, if the season has been favourable. If, as is largely done by those planters who live at Oyster Point, the bivalves are to be sold as seed oysters to Providence river, or other planters, they are taken up when only two years old.

At any time before the end of May, the disturbance of the beds can do little harm, and the experience of the Connecticut oyster farmers shows that the thorough raking of the oyster beds, just before the spawning season, is a positive benefit. The young bivalves cannot attach themselves to dirty and slimy shells, and if all the sponges, hydroids and seaweeds could be dragged from our beds in April and May, and if the old decayed and slimy shells could be ploughed under and covered with cleaner shells from below the surface, by dredging just before the spawning season, the fertility of the beds would be greatly increased, and there is, therefore, nothing in the nature of the oyster to demand the closure of the beds in April and May.

Enough instances have been given to show that the prohibition of dredging will not save any bed which can be reached with tongs, and as the dredge is a much more scientific, effective and economical apparatus than the tongs which it has superseded, there does not seem to be any reason why its use should be prohibited. In one way the use of dredges is a positive advantage to the beds. The dead shells which are found on an unworked bed are usually so covered with sponge, slime, and other substances, that they furnish no clean surface for the attachment of spat; and as dredging tends to turn up clean shells, to break up and scatter the clusters and to tear away the sponges and other foreign bodies, it is a positive benefit to the beds; the teeth of the dredge take hold of the rank growth of the beds, and by being dragged through *them* loosen and give *them* room to grow and mature properly; moreover, beds are continually increased in size, for when the vessel runs off the beds with the nets filled with oysters, the oysters and cultch are dragged off on ground where no oysters existed, and thus the beds are extended; and when the vessel is wearing or tacking to get back on the oyster beds, the catch just taken is being culled out, the cullings thrown overboard forming new cultch for drifting spat to adhere to. Many persons who do not advocate the total prohibition of dredging, believe that the size of the dredging boats, and the size and the weight of the dredges should be restricted by law. They give two reasons why the size of the boats should be restricted, urging that the large boats are able to work on the beds when the police boats cannot venture out, and that their size permits them to use very large dredges, and thus catch great quantities of oysters.

It is asserted that the use of large dredges causes much evil, as they ruin the beds by crushing or smothering or burying in the mud more oysters than they capture; but the private farmers of Connecticut find it to their advantage to use much heavier dredges, and their farms improve under this treatment, although very heavy dredges are hauled by steam over the beds, even in the spawning season.

The cause of the exhaustion of the beds is because the demand has outgrown the supply. There are only two possible remedies. Either we must diminish the demand by killing the packing industry, which has created it, or we must increase by artificial means the natural supply of oysters.

This industry has paid a profit of no less than 100 per cent, annually upon the capital invested in the business, while money thus invested in other states has paid an annual interest of more then 200 per cent.

One firm laid down two thousand five hundred bushels of shells. Several large growers have laid down as many as two hundred thousand bushels each. A still larger number have scattered a hundred thousand, fifty thousand, and twenty thousand each. There are about thirty steamers engaged in the business, besides a large number of sailing vessels. It does not admit of a doubt that the business of oyster growing, as carried on in the waters of the sound, is exceedingly profitable.

With regard to transplanting the oyster and its transportation, all experienced persons were of the opinion that delicacy in handling, and freedom from jars, concussions and shock of any kind, were desirable. Oysters when under hatches, have very frequently been killed by heavy thunder storms and firing of guns. Any sudden shock or concussion will prove destructive, if they are in a confined space. Oysters taken up during the summer are much more susceptible to injury from this cause than those obtained during the winter.

Oysters are transplanted at any and all seasons, but generally in the spring and the autumn.

Here is an extract taken from the New York Fishing Gazette of the 23rd of last December, which reads as follows:—

An oyster farm of 920 acres in Nomini Creek pays the State of Virginia $920 a year.

It was started three years ago, and $10,000 has been spent in planting. The present value of the farm is estimated at $50,000. From a ten acre farm in the Machodock, Virginia, $2,000 worth of oysters have already been sold this year. Virginia farms are getting seed oysters from Maryland which the laws of Maryland will not permit to be cultivated in this state. Tongers in Virginia are making more money taking oysters for the planters, than they can in taking them from the natural beds.

December 30. The establishment of oyster culture in Virginia has put it ahead of Maryland as the leading oyster state. The Maryland yield has decreased from ten million, five hundred and sixty-nine thousand and twelve bushels in 1880, to five million, six hundred and eighty-five thousand five hundred and sixty one in 1901. During the same period the Virginian yield increased from six millions, eight hundred and seventy-three thousand three hundred and twenty bushels to seven millions eight hundred and eighty-five thousand four hundred and forty-seven bushels, of which about three-fifths came from the oyster farms. The comparative results as regards state revenue stand sharply out in the following table:—

1901	Maryland	$74,974	Virginia	$46,044
1902	"	73,359	"	51,618
1903	"	59,665	"	62,625
1904	"	39,989	"	68,028

Disbursements in 1904 amounted to $241,202 in Virginia and $62,028 in Maryland, a deficit of $22,364.

Private Oyster Culture.

The maritime provinces are equally adapted for the cultivation of oysters, and there is no reason why they should not prove as successful in our waters as elsewhere. The Marine and Fisheries Department granted leases some years ago, and an interest was being taken in this branch of industry until about six years ago.

On the 31st December, 1897, forty leases were held as follows :—

Quebec	held	2	leases containing	472 acres.
New Brunswick	held	2	leases containing	74½ acres.
Nova Scotia	held	12	leases containing	74¾ acres.
Prince Edward Island	held	17	leases containing	46 acres.
British Columbia	held	7	leases containing	142½ acres.
British Columbia			Indian reservation	365 acres.
		40		1147¾ acres.

So a start had been made in the right direction, and I would like to see the time when all available water area is taken up and converted into private oyster beds, as it must bring in a source of wealth, perhaps small at first, but if carried on successfully it means a large item both as regard profit and labour.

The Soil.

Oysters cannot thrive where the ground is composed of moving sand, or where mud is deposited ; consequently, since the size and number of suitable places are becoming very limited, only a very small percentage of the young oysters can find a resting place, and the remainder perish. By putting down proper cultch, immense quantities of the wandering spat (or fry) may settle on it, and thus be saved.

The conditions suitable for oyster culture vary, in different localities and with different classes of oysters, but the general requirements may be said to be a suitable soil, consisting preferably of a bed of shells superimposed on hard mud or clay, an absence of sand, and of five fingers, dogwhelks, crabs and other enemies of the oyster, a tidal flow ; and a certain admixture of fresh water, varying according as the bed is required for breeding purposes, or mainly as a fattening ground. In some cases oysters grow abundantly on rocky ground, and it is impossible to say generally, without a full knowledge of the circumstances of each case, how far any area may, or may not, become a likely oyster ground.

An area with a smooth surface laying in about four or six feet at low water, or up to twelve or fifteen feet will not hurt, the water should be sufficiently deep, so as not to allow the ice to rest on the beds, but where they are covered by ice and a current of water running between the bottom and the ice, the oysters are protected from the weather and are considered safe. The shallower the water the easier the labour, but probably they would be safer from theft in deeper water.

After an area has been prepared the next step is to stock it, and it has often been observed that the removal of oysters from one ground to another has the general effect of improving both their flavour and their size. The spring of the year, before the hot weather sets in, is the best time for planting. By placing the oysters in shallow water during the spring and summer months, they will grow much faster than if placed in deeper water, as the sun causes the water to become much warmer ; the oyster being very sensitive to the action of light and heat which promotes a rapid growth. Oysters planted in the autumn are not so likely to thrive, as, owing to the change of soil and falling temperature, the oyster is not properly climatized before winter sets in, which very often proves disastrous. Oysters grow but little during the winter months, with the exception of getting thicker, consequently, it is all risk or loss, with little or no gain, although there are exceptions in every case. Young oysters taken in the spring will have survived the winter, the change of water and temperature becoming warmer, gives the oyster every chance to live and grow.

In obtaining the necessary quantity of oysters for planting purposes, extreme care should be taken to secure them in a fresh condition, and if time will admit of it, to overhaul these oysters and brood very carefully, and if they are found to be in clusters they should be separated as much as possible, eiher from other oysters, shells, stones, or anything else they may have adhered to. This separation gives the oyster a better chance to grow into its natural shape, as oysters grow better singly than when in clusters or bunches. In securing the stock the size of the oyster should be considered, for which I give the following reasons:—Small or young oysters planted on a bed are preferable, as their growth alone will result in large proportionate returns and profits. A young oyster is not so likely to die when transplanted to another bed, as when older, nor is it any advantage to transplant a full-grown oyster unless for immediate use. In the oyster trade of this country one great advantage is the rapid growth of the bivalve, when, as is the case here, they are bought and sold by measure.

As a rule, oyster brood picked from an ebb-dry ground or above low-water mark, are much hardier than those taken from deeper water; and by removing them into deep water they would be secure from the heavy frosts which prevail around our shores; and the quality of these oysters is, as a rule, very good.

Great care should be taken of the spat, as the older it is, the hardier it becomes, and if the young are saved the future may be looked forward to by reaping a good harvest. The living and the dead shells of the adult oysters furnish the best surface for the attachment of the young; and for this reason the points where oyster beds are already established are those where the young have the most favourable surroundings and the best show for life. The beds thus tend to remain permanent and of substantially the same size and shape. It is well known that shell-fish of all kinds thrive best where the supply of lime is the greatest. The dead oyster shell is soon corroded and in a few years almost entirely dissolved by the sea-water, and I think this fact is another reason why the young oysters thrive best on a natural bed.

Cultch is the name given to the debris of shells, stones, etc., which are found at the bottom of the sea, on or near oysters beds, It has been the practice from time immemorial to supplement the natural supply by throwing down deposits of this sort on oyster grounds. Oyster and cockle shells make the best material for this purpose; in default of this, stones and pebbles may be used, the great point being that cultch, whatever it is composed of, should be clean, and for this purpose the shorter the time it is laid down before the spat falls the better.

Shells may be collected from oyster saloons and deposited near the shore, exposing them to the weather, the sun and rain, frost and snow will have the desired effect on them, they will be thoroughly cleansed of all organic or other matter, and when laid on the oyster beds are excellent spat collectors, they also serve to make a firm foundation in extending an area if required by the planter. Or they may be obtained from oyster beds, when fishing for oysters and laid on shore till required for use, or when enlarging an area may be deposited there each day as they are caught according to the discretion of those who have charge of the work.

In the United States large quantities of oysters are canned each year, and the shells are saved and returned to the water at the proper season. Another source of supply is the shucking, or opening the oysters at the packing houses, sending only the meat of the oyster to market, which is a large item saved in freight and the shells are again returned to the beds to act as spat collectors.

Oysters will spat in shallow water sooner than they will in deeper water, owing to the difference of temperature at different depths.

They will breed long before they are full grown, very probably in the first year of their age; certainly in the second. Their productiveness appears to reach its maximum at five or six years, and afterwards to decline; but much further observation is needed before any certain knowledge is acquired.

The state of the weather, however, has a serious influence on the spawn, and on the adult oyster power of spawning. A cold, wet and windy season is very unfavourable and a decidedly cold day will kill the spat, so that it will be seen that while in the embryonic state young oysters are very delicate and susceptible to cold. If the temperature of the sea suddenly drops many degrees, they all close their shells and fall to the bottom dead, just as a frosty night will 'nip up' and cause to fall off from the branches the delicate blossoms of fruit trees. If, on the contrary, the weather continues of a warm and equable temperature both day and night, and if it be at the same time calm, the young oysters will have a chance of taking up their positions on the various substances they love best, viz: stones, gravel, empty shells, living oysters, and other clean, hard substances.

APPENDIX No. 12.

ANNUAL REPORT ON BAIT COLD STORAGE FOR 1906.

New Glasgow, N.S., October 1, 1906.

Prof. E. E. Prince,
Dominion Commissioner of Fisheries.

Sir,—I beg leave to submit to you the seventh annual report on Bait Cold Storage for the maritime provinces.

On account of the change in the financial year this report covers only nine months time.

For the past two years the erection and completion of new freezers has gone on at a most remarkable rate. It seems no difficulty now to get the fishermen to take up the scheme.

The two large commercial freezers, the one at Canso and the other at Halifax did a good business last spring in supplying the Bankers with bait. The one at Canso had over 250 tons of squid stored ; but this enormous quantity was not nearly sufficient to supply the demand. and they had to turn away many vessels which they could not supply. Squid so far has been very scarce this year. They have been reported in many sections but it has been almost impossible to trap or jig them in any large quantities.

The two large freezers of 100 tons erected at Lunenburg and Digby have rendered quite a service to both of those localities in supplying the fishermen with bait. The one at Lunenburg supplied some Bankers there also last spring. A new one of this same type (100 tons) is now under construction at North Sydney.

We are now at work completing one at Half Island cove to replace the one that was burned last fall. A new one at New Harbour, Guysboro Co., is well under way. The one at Newport Point is just about completed also.

There are several localities where we expect to erect freezers this year, two on the Magdalen Islands, one at Carleton, Que., and one at Shippegan Island. The following is a list of the different localities, by provinces, where freezers have been erected, with the year they were built and number of bonuses paid to each.

BAIT FREEZERS.

PROVINCE OF NOVA SCOTIA.

Name.	Year built.	Cost of construction	Dept. share.	No. of bonus paid.	Amount.
		$ cts.	$ cts.		$ cts.
Ballantyne's cove	1900	1,361 04	861 04	4	292 00
Port Hood island	1900	1,313 60	656 80	3	220 10
Bayfield	1901	1,905 89	952 94	5	470 00
Gabarus	1901	1,982 82	991 41	2	151 50
Whitehead	1901	963 41	481 70	3	228 45
Port Bickerton	1901	1,043 08	521 54	4	256 50
Sambro	1901	2,246 66	1,000 00	3	300 00
Port La Tour	1901	1,380 03	690 01	0	Sold
Clark's harbour	1901	1,202 88	601 44	3	206 00
Lower East Pubnico	1901	2,061 39	1,000 00	1	48 00
Sandy cove	1902	1,427 34	713 67	3	292 00
Ingonish	1902	1,604 33	797 16	2	114 05
Cheticamp	1902	1,277 42	638 71	1	100 00
Eastern harbour	1902	1,491 02	745 51	3	294 05
Petit du Grat	1902	1,515 95	757 97	4	390 25
Westport	1903	1,600 00	800 00	2	151 50
North Sydney	1903	2,038 89	1,000 00	2	194 00
Ketch harbour	1903	1,401 89	700 94	2	200 00
La Have	1904	2,260 81	1,000 00	1	52 00
St. Peters	1904	2,036 05	1,000 00	1	53 05
Half Island cove	1904	1,816 87	908 43	2	200 00
Lockeport	1905	1,788 66	894 33	1	57 10
Louisburg	1905	2,290 16	1,000 00	1	80 85
Drum Head	1905	1,649 37	824 68	1	100 00
Quoddy	1905	857 73	428 86	0	
Big Island	1905	1,013 32	506 66	0	
Arisaig	1905	1,064 16	532 08	0	
Digby	1906	4,441 38	2,000 00	0	
Lunenburg	1906	4,544 76	2,000 00	0	

PROVINCE OF NEW BRUNSWICK.

Shediac	1902	1,210 18	605 09	3	300 00
Caraquet	1906	1,816 12	908 06	0	....

PROVINCE OF PRINCE EDWARD ISLAND.

Frog Pond	1900	1,160 18	590 09	5	345 35
Alberton	1900	1,347 67	673 83	5	450 00
Souris	1901	2,064 39	1,000 00	1	10 00
Miminegash	1902	840 46	420 23	4	400 00
Rustico	1903	1,235 00	617 50	2	200 00

PROVINCE OF QUEBEC.

Bonaventure River	1903	1,416 05	916 02	3	300 00
Caplin	1904	879 38	439 69	1	97 00
Anse à la Barbe	1905	961 12	480 56	1	100 00
Paspebiac	1905	1,690 83	845 41	0	....
Etang du Nord	1905	1,729 80	864 90	0	....
Cabin Cove	1906	1,801 13	901 56	0	....
Maria Capes	1906	1,630 46	815 23	0	....
St. Godfroy	1906	1,747 01	873 50	0	....
Gascons	1906	1,695 42	847 71	0	....
Bonaventure East	1906	1,002 81	501 40	0	......

The following reports from different freezing stations will give you a better idea than I could possibly give you, from which you can draw your own conclusions.

PRINCE EDWARD ISLAND.

Frog Pond, P.E.I.—The secretary says;—'I beg leave to report as follows as to the fishing industry and working of the bait freezer in our cove for this year. We put in sufficient ice during the winter, along the first part of May we put in and froze some five tons of herring. Codfish struck in the latter part of May. Fish were plentiful and of large size, plenty live bait. Very little of the frozen bait was used during the season. Codfish and hake continued plentiful and fishermen did well until the latter part of July. Dogfish struck in on July 9th and were quite troublesome. I may say that fish were not quite so plentiful with us this year as they were during the season of 1905, still our fishermen did first-rate while they could keep the gear out.'

Alberton, P.E.I.—The secretary reports as follows:—'I may say that the season as a whole has been a little better than last season. In the spring lobsters were a good catch, with plenty of herring for bait. June was a rough month and not much was done. Mackerel and cod were fairly plentiful until the first of this month, when the dogfish arrived and since then very little has been done. Our freezer was not in operation this season.

Rustico, P.E.I.—The secretary reports as follows:—'In looking over the season up to the present time with regard to our freezer, this has been so far the most satisfactory season we have had since our freezer was built. In April and May we froze our herring which has proved to be of very great value to the fishermen. During the summer we froze quite a lot of mackerel which turned out fine. Not only has the frozen bait proved good for cod, haddock and hake, but the most satisfactory results have been obtained in using it for mackerel bait. The boats not using frozen bait to feed the mackerel with found it nearly as well to stay at home as to go out without it. Even the dissatisfied parties have frankly admitted that the freezer has proved a great benefit as well as a blessing to the fishermen here. Very little would have been done here during the past four weeks but for the freezer. We have had very rough weather of late, it seems to me if we have one week of good weather it will finish our bait as there is such a demand for it. There is no kind of fishing that pays like mackerel fishing, that is providing we can get the fish, the prices are usually good and the fish is shipped to the Boston market. I cannot give you an account of the number of barrels of mackerel landed at present. Thanking you for your kindness and interest in our behalf during the past and also to acknowledge our indebtedness to the government in helping us build and run the freezer.'

Souris, P. E. I.—The secretary reports as follows:—'Replying to yours of the 13th inst., I may say that in our locality the cod fishing was good. Hake was fair up to the present time. Dogfish have appeared on our coast, consequently the past two weeks we were not catching any fish. Mackerel have been very scarce. Herring fishing the past spring was a total failure, impossible to procure a supply for bait freezer. The few barrels we put up came out in excellent condition.'

Miminegash, P.E.I.—The secretary reports as follows:—'On opening of spring we had difficulty in procuring salt and were only able to put 26 brls. of herring in the freezer, but mackerel struck in well in nets and in hooks during the early part of July and August and we froze over twenty ton of them both for bait and export. All the bait frozen by us was used up by the fishermen this season for bait as well as a considerable quantity of mackerel.'

NOVA SCOTIA.

Arisaig, N. S.—The secretary reports as follows:—'The lobster catch was below the average, aggregating to about $2,200 paid to the fishermen. There was but one boat fishing salmon, and the catch was about $300. The codfish and hake industry together with the lobster fishing constitute the principal source of revenue, the latter amounted to about $2,500. There was a considerable amount of mackerel and herring caught, which were used principally for bait, both for lobster and trawling which cannot well be figured as sources of revenue. I might perhaps give a summary of fish caught as follows :—

Lobsters	128,000 lb.
Salmon	4,000 "
Codfish and hake	520 qtls.

I may say, in conclusion, that although the lobsters were below the average there were considerably more codfish and hake landed on account of having always a good supply of frozen bait from the freezer, notwithstanding the fact that the fish appeared much scarcer on the fishing grounds than in former years.'

Ballantyne's Cove. N.S.—' As requested, I give below an approximate summary of the quantity of fish landed in the vicinity of Cape George which includes that portion of it which is influenced by the cold storage facilities at Ballantyne's cove. This would embrace Ballantyne's cove, south side Cape George and around the point of the cape to Livingstone's cove.

	Year 1905.	Year 1906.
Total quantity of green cod in lbs	56,500	133,266
" " " hake "	65,700	131,544
" " herring in brls	170	100

From this statement it will be seen that the amount of cod and hake for this year more than doubled that of last year, nor does this include the amount, quite considerable, that was taken in that vicinity by foreign boats. There was a falling off in the amount of herring taken, and as this, with some insignificant catches of mackerel is the staple bait, it will be clearly evident that the cold storage of bait ought to be maintained and utilized. There is no doubt whatever but that the bait stored in the freezer at Ballantyne's cove was a very important factor in the realization of an increased catch of fish this year. This is very evident when we compare the fish industry of Cape George with bait freezer, with that of the neighbouring districts of Lakevale and Morristown without this convenience, for at these latter places, outside of lobsters and salmon very little of any other fish was caught. Indeed it may be safely said that the presence of a freezer in a district greatly influences the catch of lobsters also for it is the means by which lobster fishermen are provided with sufficient fresh bait. Hence we find that while the lobster factory at Morristown was considerably below its average packing, that of Ballantyne's cove was considerably better, some 125 more cases being packed than last year. I have not at hand the comparative figures for salmon, but I believe the quantity caught this year is in advance of last years.'

Port Hood Island, N.S.—The secretary reports as follows :—' The past season was not a prosperous one. In May we had a few spring herring but not as many as usual. We put up quite a few in the freezer and used them later on. Codfish were very scarce. In August the dogfish struck in and spoiled the fishing altogether. There were a few herring the first part of September, about 200 brls. were taken. The dogfish put a stop to all kinds of fishing. We do not expect any more fishing until December.'

Cheticamp Chapel, N.S.—The secretary reports as follows :—' The month of May was calm, very few herring were caught. June was stormy, the lobster traps were destroyed and fish were scarce. July was stormy. No fish except dogfish. August and September were also stormy. No bait but plenty of dogfish. There may have been a few mackerel but owing to the storms nothing was done.'

North Bay, Ingonish.—The secretary reports as follows :—' We have been obliged to meet discouragements during the past year, but in spite of them we have demonstrated the right of the bait freezer to exist and its helpfulness to deep sea fishermen. We filled the freezer to its utmost capacity with sea water ice, packing away 250 tons at least. Despite the unusual heat of the summer we have no reason to feel that there has been greater waste from melting than could have been fairly predicted granting the conditions. We have demonstrated again that sea water ice is fit for the purpose of the freezer. At the time of the coming of the herring, May 20, 1906, we had not a single crate of frozen herring left in the freezer. We had thus carried our fishermen through the autumn and winter of 1905, and the spring fishing of 1906 helping them out whenever there was no fresh bait obtainable. The herring came in small numbers and remained but a short time and after their departure did not return again. Here was a great disappointment for we had hoped we might fill up the freezer with fresh herring for the June fishing.

	Lb.
We froze herring (May 20th to 11th)	4,500
In June we froze mackerel	15,284
In June we froze salmon	250
Total	20,034

We expect at least ten to twelve tons of herring besides mackerel. We think it fair to put the decrease in fish this year and the consequent decrease of earnings at one-third as against last year. We are hopeful for the future and when we get a fair chance believe we can demonstrate a moderate financial success, as well as a real advantage to the fishermen. That time has not yet come. We have demonstrated again that sea water ice is good for our purposes. That fresh fish, frozen fresh, with care and attention makes first-rate bait. That our freezing plant works admirably. That we have helped out a bad year and did our fair share towards preventing hard times this winter.,

North Sydney, N.S.—The secretary reports as follows :—'I might say that fishing for the past season bas been almost a complete failure. For some reason the herring, which we could always depend upon, failed to put in an appearance last spring, hence there was no bait to start with. The squid struck in fairly plentiful for a few days in August, and we put out our trap and did fairly well for a day or two until the dogfish struck in and if we had not taken it up at once they would have devoured it. Whenever a squid would mesh in trap, the dogfish would eat a hole around it. Now the squid have practically disappeared and I suppose the dogfish have driven them off shore or have made them so wild that they won't jig. The pollock are becoming almost as great a scourge on the bait as dogfish. They arrive about June 1 in immense shoals and drive the herring off in deep water and also drive the mackerel out of traps. They will not take bait and will seldom trap. I think if the government would permit the use of purse seines of 5-inch mesh that it would be profitable to purse seine dogfish and pollock and such a seine would not destroy any other fish.'

St. Peters, N.S.—The secretary reports as follows :—'Fishing has been very good in this bay this season, principally mackerel and herring. The dogfish were very troublesome in August. Very few nets could be set. We froze a great many mackerel and salmon, and found the freezer very useful as we were able to buy all the fresh fish offered from the fishermen, and what we could not get ready for market that day, the freezer held in good condition till the next day. We have plenty ice on hand to freeze squid for fall fishing as soon as it strikes in. There are several going into the fish business this fall from this bay.'

Half Island Cove, N.S.—The secretary reports as follows :—'Fish were fair the first part of the season, but of late not much was done on account of bait being scarce, and no frozen bait. Have not been bothered with any dogfish. Some striking in now for the first.'

Canso Cold Storage Co.. Canso, N.S.--The secretary reports as follows :—'This has been one of the dullest seasons ever experienced in the fish trade of Canso. The catch of fish of all kinds has been about the smallest known and there has been a consequent depression in all lines of business. Bait has been unusually scarce. The catch of herring having been small and squid having been almost a total failure up to this time.

We do not think that the depression is anything but a temporary one and no doubt another season may show a very marked difference. It may be that the late fall and early winter will show much better results.

Whitehead, N.S.—The secretary reports as follows :—'The freezer has not been in operation this summer. Bait was fairly plentiful, but dogfish very troublesome July and part of August. Codfish have been very scarce most of the season, the catch considerably short of last year. There was a very good catch of herring, the best for a number of years, and are yet plentiful, but the dogfish are now appearing and people have had to take in their nets. A fair catch of spring mackerel.'

New Harbour, N.S,—The secretary reports as follows :—'The catch of cod, pollock and hake was fair. The herring catch has been good and is greater than that of last year. They are still on the grounds.'

Drum Head, N.S.—The secretary reports as follows :—'It is quite hard to make out an annual report, as I expect the best of the season is yet to come ; however, I may say the fishermen here did exceedingly well, landed large quantities of fish. I am sure we come up to last year, and probably better. Fishermen here have used some frozen bait. We have our freezer in good condition. Frozen herring bait on hand now. Fresh bait more plentiful than last year. I am glad to say the people highly appreciate the grand opportunity they have of preserving bait. We cannot speak too highly of this privilege. It is the means of building up the place.

Port Bickerton, N.S.—The secretary reports as follows :—'It is hard to give a report of the catch of fish for the season as there are nearly two months yet to finish, but the following is as near as I can give at the present time :—

Herring	250 brls.
Mackerel	20 „
Codfish	150 quintals.

In reference to a report of the freezer it was not used. Herring were quite plentiful, but no mackerel and few cod. Dogfish were bothersome.

Quoddy, N.S.—The secretary reports as follows :—'Reviewing the past season with regard to our freezer, I have to say this will be the most unsatisfactory one since built, owing to the scarcity of ice and bait. Codfish have been scarce all season to date. Some good catches of mackerel were taken. A good run of herring struck in here in August, the first run since 1899, and fishermen made good hauls. Our freezer did not freeze anything this year but expect to operate it another year and give the fishermen the benefit of the products. Our ice house is to be enlarged this fall and we expect to be able to handle a large quantity of frozen bait next season.

Halifax Cold Storage Co.—The secretary reports as follows :—'On the 30th day of April last we forwarded the Department at Ottawa, data complete at that time, and we have no sales since to report. The stock of frozen herring on hand is 50 tons greater than when data was furnished ; the additional fifty tons having been frozen within the past month. We are continuing to freeze and expect by the time the season for using frozen bait is here, that we will have enough to suppply the demand. Since furnishing data, we have not had any applications for frozen bait, there being obtainable a sufficient supply of fresh herring. The season for frozen herring bait opens about the first of November or before if fresh bait supply falls off'.

Sambro, N.S.—The secretary reports as follows :—'The association did not do any business with the freezer last year. They did not put in any ice, nor freeze any bait. Mr. E. M. Bouthillier, of Halifax, froze about three ton of herring and stored about five tons that were already frozen, this was all the use to which the freezer was put';

Lockeport, N.S.—The secretary reports as follows :—' The fishing here has been much better than last year. 20,000 quintals of cod, pollock and haddock, 1,000 brls. of mackerel and 3,000 brls. of herring. The herring have been plentiful till now, when they disappeared.'

La Have N.S.—The secretary reports as follows :—' *Re* the fishing industry for the present season to date, I may say that it has been a banner year so far as net fishing is concerned and normal for cod, hake and haddock. Fishing operations began in April, frozen bait being procured from our freezer, a little later fresh bait was easy to get. The catch of cod hake and haddock does not equal that of last year, but it is hardly fair to compare the two as most of the fishermen took to net fishing and dropped line fishing in July. The catch of mackerel and herring is certainly an unheard-of occurrence in this locality, mackerel especially. *Re* freezer, the same was filled with 90,000 frozen herring in February and cleaned out in April. We were only able to secure about 100 tons ice, hence could not keep bait any great length of time '.

Lunenburg, N.S.—The secretary reports as follows :—' The fishing for the season of 1906 has not been a success : the Bank catch especially being below the average, and less than last year, but as some of the vessels are still on the Banks, it is hard to estimate correctly what the shortage will be. The shore catch is also low. This is to a large extent due to the dogfish which were on our shores in large numbers until about August 1st and interfered seriously with the shore fishing. Since the removal of the frozen herring which were principally used to supply the Bank fishermen with bait, our freezer has not been operated until this week, when we started to freeze and place in cold storage some herring now being caught on our shore. '

Clarke's Harbour, N.S.—The secretary reports as follows :—' I will give you as near as possible a report of the fisheries to date : 1,950,000 lb. mixed fish, 50,000 lb. halibut, 2,000 brls. herring, 2,500 brls. mackerel.

Gabarus, N.S.—The secretary reports as follows :—' Codfishing at Gabarus has been good this season. Mackerel was also good, but herring not very plentiful. The lobster fishery of our district, indeed of the whole of Cape Breton, was very poor, owing to the unfavourable weather. Only twenty-nine days fishing during the entire season, and as a result of the bad weather the catch is 40 per cent short of the usual quantity. Dogfish not so troublesome as in 1905. About twenty-six tons of herring were put in the cold storage in May and used by the lobster fishermen for bait.'

Bayfield, N.S.—The secretary reports as follows :—' Owing to the scarcity of herring this spring we did not freeze any bait, but we found the freezer a great benefit in handling our salmon and mackerel. We shipped more salmon this year than ever before. Had a good run of mackerel for a short time, but they did not last long. Cod and hake were scarce owing to the scarcity of bait, but taking the season as a whole our fishing operations were fairly satisfactory.

Eastern Harbour, N.S.—The secretary reports as follow :—' Herring struck upon the shore in great abundance about the 20th of April, and although the strike was of short duration, the netters were able to secure from 150 to 400 a day. A goodly portion of this herring was stored in the refrigerator to be used again as bait for lobsters. I may also mention that the greater part of the Magdalen Island herring which was secured in the early spring by two small schooners from this port, also found its way to the freezer to be used for bait purposes. This frozen herring came in very handy to the fishermen and was to them at all times available and in good condition. '

QUEBEC.

Bonaventure River, Que.—The secretary reports as follows :—' We have ice enough to keep the freezer in operation all fall, and we expect to catch herring this fall to freeze for bait. We could not catch the first herring last spring on account of the ice in this cove, and when the herring came the second time, it was to spawn, consequently no good for bait, so our fishermen say, and that is the reason we did not put many herring in the freezer last spring, but we intend to put in all we can in the fall.'

Caplin, Que.—The secretary reports as follows:—'The herring struck in here on the 9th of May last all over this bay, and were very plentiful. On the 11th of the same month the government sent the fish-curing expert, Mr. Cowie, to instruct the people in the method of curing herring. We had a large meeting and our fishermen are preparing now to go into the herring industry another year. Our people should be truly thankful to the government for their kind consideration in trying to help them in the fishing industry. Codfish first appeared on the 20th of June, but were not very plentiful until the middle of August. The weather was generally fair for fishing except a couple of days of strong westerly winds. The bait consisted of fresh herring and were quite plentiful most of the time till about the 15th of August. During September, dogfish made their appearance and drove the other fish away. At present only a few boats are trying for fish. We did not get up any ice last winter on account of the mild weather. Had we filled the freezer, we would have had to draw the ice some seven miles. We intend putting in a dam in our small brook and have ice near at hand so that our freezer will render the same satisfaction as it did at first.'

Bonaventure East, Que.—The secretary reports as follows:—'Herring were very plentiful during the month of May. A reasonable catch of caplin for the month of June, in July, August and September no bait except frozen bait. Cod fishing for June and July fair. The catch this year at our place will not exceed over 1,000 quintals of dry fish unless the balance of the season turns out better than we expect. The amount of money made this year will be small. We froze about 15 tons of bait last spring and expect to freeze a good deal more this fall. There were no dogfish up to the present date. No haddock or ling.'

Paspébiac, Que.—The secretary reports as follows:—'During the current season fish of all kinds have been a little more abundant than last year, and the weather has been ideal for curing. The presence of dogfish for the past month have retarded operations. This pest has now disappeared. Freezer has been operated, but bait was not used when the fresh article could be obtained.'

Gascons, Que.—The secretary reports as follows:—The last week of May and in the months of June and July the cod fishing has been very good here, and bait was abundant, but we were troubled with dogfish. In the month of August there were no fish owing to the want of bait, but there were plenty of dogfish. Since the first of September there were very few fish but the bait continues scarce. Dogfish still plentiful. In quantity the fish caught have been about three times more than last year for the fish. There have been hardly any lobsters. Salmon have been one-third more than last year. There are no other kinds of fish here. We have tried our new freezer and have frozen over twenty-three tons. Of this quantity sixteen tons have been used, and the fishermen found this bait very good.'

Newport Point, Que.—The secretary reports as follows:—'In compliance with your request, I beg to say that our freezer is nearing completion and will be ready to receive bait in the spring. The high price of lumber this season with several local inconveniences will considerably increase its cost. We are well satisfied with the work. Frozen bait would have been of very little use this season as herring for bait have always been obtainable all through the season, at least up to the present. Bait has been more plentiful this season than it has been for the past ten years.

Cabin Cove, Magdalen Islands.—The secretary reports as follows:—'Herring were very plentiful in the month of May, but the weather was very bad. The codfishing was fairly well in the latter part of May and June, but the month of July and that of August the weather was fine, but the codfish were scarce and dogfish were very plentiful. The fishermen did fairly well with mackerel fishing in the months of July and August. There are some codfish now, but the weather is very rough. Our bait freezer was filled with herring in the spring in the month of May and we have-about one half yet on account of plenty bait in May and June. The bait is in good condition and fishermen find it very good.

Etang du Nord, Magdelen Islands.—The secretary reports as follows :—'Our association was organized on September 21, 1905, and our building, a thirty-ton freezer, was completed December 15. We filled the ice house with ice in January, 1906, and in May of this year we froze thirty-two thousand pounds of herring for codfish bait. Codfish being very scarce, we have only used about one-third of our bait, but we expect to use the most of it for fall fishing when other bait is scarce. The frozen bait works well and the herring that were put in fresh comes out now just as fresh and firm as when put in. Unfortunately a few of the shareholders took a few soft herrings out of nets to the freezer and it did not freeze as good as the herring we had taken from the seines.'

NEW BRUNSWICK.

Shediac, N.B.—The secretary reports as follows :—'During the spring we had considerable quantity of spring herring secured and placed in our freezer, but owing to the great demand for pickled herring and the good prices obtainable, we decided it would be better and to our advantage to dispose of the fish, so had the same pickled in barrels (90 brls. in all) and sold them for a good figure. Since then we have made no use of the freezer, however, as usual we expect it to come in good play next month and the following three months in the smelt business. I may say it is our intention to do something next spring and summer in the general fish business and hope to have a steamer running up the north shore of the province as well as to the island (P. E I.) procuring fish for the freezer.'

As a brief summary of the season's operations I would beg leave to say that west of Halifax the fisheries have been fairly good, in some sections better than usual. East of Halifax the season generally has been a poor one. The bait freezers have proved to the fishermen beyond a doubt that they are a real necessity and when properly run and managed, they have helped to increase the hardy fishermen's income considerably.

The whole most respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

PETER MACFARLANE

APPENDIX No. 13.

EXPENDITURE AND REVENUE

The total expenditure for all Fisheries services, except Civil Government, for the fiscal year ending June 30, 1906, including Fishing Bounty, amounted to $968,626 being within the appropriation by $23,182.

The total net fisheries revenue, during the same period, from rents, license fees, fines and sales, including the *modus vivendi* licenses to United States vessels, amounted to $98,009.

Service.	Expenditure.	Vote.
	$ cts.	$ cts.
Fisheries	155,929 59	155,300 00
Fish-breeding	209,279 78	209,500 00
Fisheries protection service	249,876 37	250,000 00
Fishing bounty	158,546 65	160,000 00
Miscellaneous expenditure	194,993 61	217,008 50
Total	968,626 00	991,808 50

The details of the above will be found in the Auditor General's report under the proper headings.

In addition to the above, the following summary shows the salaries and disbursements of fishery officers in the several provinces, together with the expenses for maintenance of the different fish-breeding establishments throughout the Dominion.

Service.	Expenditure.
	$ cts.
Fisheries, Ontario	4,949 67
" Quebec	8,123 04
" New Brunswick	35,856 38
" Nova Scotia	49,351 10
" Prince Edward Island	9,351 81
" Manitoba	3,687 07
" North-west Territories	11,124 22
" British Columbia	30,141 33
" Yukon	1,083 31
General account	2,261 66
Total	155,929 59

FISHERIES GENERAL EXPENDITURE.

The expenditure by provinces is subdivided as follows:—

	Amount.	Total.
Ontario.	$ cts.	$ cts.
Salaries of officers	3,600 00	
Disbursements of officers	1,349 67	
Total		4,949 67
Quebec.		
Salaries of officers	3,975 00	
Disbursements of officers	3,953 04	
Miscellaneous	195 00	
Total		8,123 04
New Brunswick.		
Salaries of officers	6,468 85	
Disbursements of officers	9,341 62	
Miscellaneous	20,045 91	
Total		35,856 38
Nova Scotia.		
Salaries of officers	10,452 98	
Disbursements of officers	19,081 27	
Miscellaneous	19,816 85	
Total		49,351 10
Prince Edward Island.		
Salaries of officers	3,462 79	
Disbursements of officers	2,623 45	
Miscellaneous	3,265 57	
Total		9,351 81
Manitoba.		
Salaries of officers	1,525 00	
Disbursements of officers	575 91	
Miscellaneous	1,586 16	
Total		3,687 07
Northwest Territories.		
Salaries of officers	3,280 77	
Disbursements of officers	3,356 50	
Miscellaneous	4,486 95	
Total		11,124 22
British Columbia.		
Salaries of officers	6,139 51	
Disbursements of officers	4,290 27	
Miscellaneous	19,711 55	
Total		30,141 33
Yukon.		
Salaries of officers		1,083 31
General account		2,261 66
Grand total		155,929 59

FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING.

Service.	Expenditure,	Total.
	$ cts.	$ cts.
Fish-breeding, Ottawa hatchery, Ont.	3,348 39	
" Newcastle " "	4,327 94	
" Sandwich " "	6,463 29	
" Quinté Bass Pond hatchery	772 02	
		14,911 64
" Tadousac hatchery, Que	4,558 09	
" Gaspé " "	2,183 49	
" Magog " "	2,277 06	
" St. Alexis " "	1,373 57	
" Lac Tremblant "	763 00	
" Lake Lester	1,461 80	
" Chelsea	157 53	
		12,774 54
" Restigouche " N. B.	5,189 24	
" Miramichi " "	2,551 71	
" St. John River hatchery "	1,225 11	
" Shemogue " "	4,245 69	
" Shippegan " "	4,076 07	
" Carleton " "	8,471 27	
		25,759 09
" Bedford hatchery, N.S	1,965 34	
" Margaree " "	2,994 87	
" Bay view " "	3,993 10	
" Canso " "	9,853 77	
" Windsor " "	5,531 75	
" Fourchu " "	8,864 44	
		33,203 27
" Selkirk " Man	3,326 33	
" Berens R " "	22,596 96	
		25,923 29
" Fraser River hatchery, B.C.	10,927 70	
" Granite Creek " "	8,509 45	
" Skeena " "	6,453 58	
" Pemberton "	22,096 12	
" Harrison Lake "	14,126 61	
" Rivers Inlet "	21,573 70	
		83,687 16
" Kelly's Pond, P.E., Id.	2,950 13	
" Charlottetown	3,468 91	
		6,419 04
General account		6,601 75
		209,279 78

FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING—*Continued.*

SALARIES, ETC.	$ cts.	$ cts.
General account	6,601 75	6,601 75
Newcastle Hatchery.		
Salaries	1,440 00	
Miscellaneous expenditure	2,887 94	
Total		4,327 94
Sandwich Hatchery.		
Salaries	1,050 00	
Miscellaneous expenditure	5,413 29	
Total		6,463 29
Ottawa Hatchery.		
Salaries	1,625 83	
Miscellaneous expenditure	1,722 56	
Total		3,348 39
Quinté Bass Pond.		
Salaries	143 75	
Miscellaneous expenditure	628 27	
Total		772 02
Tadousac Hatchery.		
Salaries	800 00	
Miscellaneous expenditure	3,758 09	
Total		4,558 09
Gaspé Hatchery.		
Salaries	600 00	
Miscellaneous expenditure	1,583 49	
Total		2,183 49
Magog Hatchery.		
Salaries	690 00	
Miscellaneous expenditure	1,887 06	
Total		2,277 06
St. Alexis Hatchery.		
Salaries	360 00	
Miscellaneous expenditure	1,013 57	
Total		1,373 57
Restigouche Hatchery.		
Salaries	1,100 00	
Miscellaneous expenditure	4,089 24	
Total		5,189 24
Carried forward		37,094 84

FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING—*Continued.*

	$ cts.	$ cts.
Brought forward		37,094 84
Miramichi Hatchery.		
Salaries	1,000 00	
Miscellaneous expenditure	1,551 71	
Total		2,551 71
St. John River Hatchery.		
Salaries	900 00	
Miscellaneous expenditure	325 11	
Total		1,225 11
Shippegan Hatchery.		
Salaries	276 00	
Miscellaneous expenditure	3,800 07	
Total		4,076 07
Shemogue Hatchery.		
Salaries	283 00	
Miscellaneous expenditure	3,962 69	
Total		4,245 69
Bay View Hatchery.		
Salaries	234 00	
Miscellaneous expenditure	3,759 10	
Total		3,993 10
Bedford Hatchery.		
Salaries	1,400 00	
Miscellaneous expenditure	565 34	
Total		1,965 34
Margaree Hatchery.		
Salaries	500 00	
Miscellaneous expenditure	2,494 87	
Total		2,994 87
Selkirk Hatchery.		
Salaries	1,500 00	
Miscellaneous expenditure	1,826 33	
Total		3,326 33
Fraser River Hatchery.		
Salaries	1,250 00	
Miscellaneous expenditure	9,677 70	
Total		10,927 7
Pemberton Hatchery.		
Miscellaneous expenditure	22,096 12	22,096 12
Carried forward		94,496 88

FISHERIES GENERAL EXPENDITURE—*Continued.*

FISH-BREEDING—*Concluded.*

	$ cts.	$ cts.
Brought forward		94,496 88
Rivers Inlet Hatchery.		
Salaries	1,000 00	
Miscellaneous expenditure	20,573 70	
		21,573 70
Lake Lester Hatchery.		
Salaries	600 00	
Miscellaneous expenditure	861 80	
Total		1,461 80
Granite Creek Hatchery.		
Salaries		
Miscellaneous expenditure	8,509 45	
Total		8,509 45
Lac Tremblant Hatchery.		
Salaries	169 48	
Miscellaneous expenditure	593 52	
		763 00
Charlottetown Hatchery.		
Miscellaneous expenditure	3,468 91	3,468 91
Canso Hatchery.		
Salaries	117 00	
Miscellaneous expenditure	9,736 77	
		9,853 77
Harrison Lake Hatchery.		
Salaries	1,200 00	
Miscellaneous expenditure	12,926 61	
		14,126 61
Windsor.		
Salaries	350 00	
Miscellaneous expenditure	5,181 75	
		5,531 75
Chelsea Pond.		
Miscellaneous expenditure	157 53	157 53
Fourchu Pond.		
Miscellaneous expenditure	8,864 44	8,864 44
Berens River Hatchery.		
Miscellaneous expenditure	22,596 96	22,596 96
Carleton Pond.		
Miscellaneous expenditure		8,471 27
Total		

FISHERIES GENERAL EXPENDITURE.

FISHERIES PROTECTION SERVICE—1905-1906.

	$ cts.	$ cts.
General Account		9,841 31
Steamer 'La Canadienne.'		
Wages of officers and men	7,682 49	
Provisions	3,397 92	
Fuel	3,008 75	
Repairs and supplies	4,580 20	
Miscellaneous expenditure	3,531 32	
Total		22,200 68
Steamer 'Princess.'		
Wages of officers and men	3,145 09	
Provisions	440 41	
Fuel	276 07	
Repairs and supplies	712 20	
Miscellaneous expenditure	195 04	
Total		4,768 81
Steamer 'Curlew.'		
Wages of officers and men	7,039 69	
Provisions	2,156 90	
Fuel	1,292 73	
Repairs and supplies	3,183 95	
Miscellaneous expenditure	696 02	
Clothing	386 75	
Total		14,746 04
Steamer 'Petrel.'		
Wages of officers and men	9,387 70	
Provisions	2,962 52	
Fuel	1,311 22	
Repairs and supplies	3,677 08	
Miscellaneous expenditure	8,386 61	
Clothing	639 23	
Total		26,364 36
Steamer 'Constance.'		
Wages of officers and men	8,517 38	
Provisions	3,487 47	
Fuel	2,809 42	
Repairs and supplies	4,391 26	
Miscellaneous expenditure	3,750 15	
Clothing	1,024 08	
Total		23,979 76
Schooner 'Osprey.'		
Wages of officers and men	4,555 39	
Provisions	2,051 30	
Fuel	13 87	
Repairs and supplies	1,359 34	
Miscellaneous expenditure	934 15	
Clothing	451 80	
Total		9,365 85
Carried forward		111,266 81

FISHERIES GENERAL EXPENDITURE—*Continued.*

FISHERIES PROTECTION SERVICE—*Continued.*

	$ cts.	$ cts.
Brought forward		111,266 81
'Georgia.'		
Wages of officers and men	3,295 81	
Provisions	715 69	
Fuel	925 73	
Repairs and supplies	501 77	
Miscellaneous	485 58	
Total		5,924 58
'Swan.'		
Wages of officers, &c	1,950 00	
Provisions	122 50	
Fuel	393 90	
Repairs and supplies	616 90	
Miscellaneous	7 00	
Total		3,090 30
'Rocket,' (of Lake Winnipeg.)		
Wages of officers and men	2,878 90	
Provisions	661 59	
Fuel	208 33	
Repairs and supplies	604 59	
Charter	2,500 00	
Miscellaneous	1,014 29	
Total		7,867 70
'Kestrel.'		
Wages, &c	16,295 42	
Provisions	9,521 41	
Fuel	2,895 00	
Repairs and supplies	2,908 33	
Miscellaneous	1,981 75	
Clothing	1,002 90	
Total		34,604 81
'Falcon.'		
Wages, &c	3,896 97	
Provisions	1,721 06	
Fuel	1,504 88	
Repairs and supplies	3,167 39	
Miscellaneous	203 80	
Total		10,494 07
'Vigilant.'		
Wages of officers and men	14,181 46	
Provisions	4,176 56	
Fuel	4,780 80	
Repairs and supplies	5,923 54	
Miscellaneous	2,483 85	
Clothing	1,339 30	
Total		32,585 51
Carried forward		205,833 78

FISHERIES GENERAL EXPENDITURE—*Concluded*

FISHERIES PROTECTION SERVICE—*Concluded.*

	$ cts.	$ cts.
Brought forward		205,833 78
'*Canada.*'		
Wages	19,861 84	
Provisions	11,553 53	
Fuel	3,702 54	
Repairs and supplies	23,411 91	
Clothing	1,776 86	
Miscellaneous	5,143 86	
		65,450 54
Fisheries Intelligence Bureau		2,575 81
Grand total		273,860 13
Less amount paid by Customs Department for St'r. '*Constance*'		23,983 76
Net total		249,876 37

MISCELLANEOUS.	$ cts.	$ cts.
Building fishways	2,926 63	
Legal and incidental expenses	780 47	
Canadian fisheries exhibit	5,351 08	
Expenditure in connection with the distribution of fishing bounties	5,583 62	
Surveys of oyster beds	3,708 14	
Issuing licenses to United States fishing vessels	640 65	
Cold storage	84,678 90	
Georgian Bay biological laboratory	2,110 39	
Fishery Commission	14,998 22	
Disposal of Dogfish	63,114 35	
Fish drier, Souris, P.E.I.	10,509 50	
Fisheries Intelligence reporters	225 00	
Gratuity widow N. Lavoie	166 66	
" parents E. Richard	200 00	
Total		194,993 61

STATEMENT of Fisheries Revenue paid to the credit of the Receiver General of Canada for the Fiscal Year ending June 30, 1906.

—	Amount.	Refunds.	Net Amount.
	$ cts.	$ cts.	$ cts.
Ontario			499 15
Quebec	7,576 39	12 00	7,564 39
Nova Scotia	4,939 43	5 00	4,934 43
New Brunswick	11,399 29	3 45	11,395 84
Prince Edward Island			2,206 25
Manitoba	4,160 00	12 00	4,148 00
Northwest Territories			868 97
British Columbia	51,582 50	50 00	51,532 50
Yukon			282 00
Hudson Bay			10 00
			83,441 53
Licenses to U. S. fishing vessels			14,568 16
Total			98,009 69

COMPARATIVE STATEMENT of Expenditure and Revenue of the

No.	—	1890-91.		1891-92.		1892-93.	
		Expenditure.	Revenue.	Expenditure.	Revenue.	Expenditure.	Revenue.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	General Account Fisheries	....	....	....	....	....	....
2	Ontario	15,540 30	26,517 70	15,155 83	25,368 90	20,116 91	30,623 09
3	Quebec	10,666 98	3,642 14	10,917 36	4,742 76	11,761 34	7,471 70
4	New Brunswick	16,082 77	7,193 69	15,707 98	6,334 83	15,721 05	7,831 53
5	Nova Scotia	17,844 19	5,582 65	18,755 86	3,357 42	19,444 22	6,782 02
6	Prince Edward Island	3,242 25	667 00	1,835 65	166 00	2,847 60	304 10
7	Manitoba and N. W. Terrs.	3,609 03	1,234 00	3,593 43	1,079 00	3,932 96	1,661 68
8	British Columbia	4,220 53	12,859 02	6,158 17	8,192 48	5,490 60	40,264 00
9	Fish-breeding and fishways	39,496 45	1,286 50	43,957 74	178 00	47,322 49	....
10	Fisheries Protection Service	83,050 16	1,934 49	93,397 40	....	106,805 39	....
11	Miscellaneous	13,382 28	....	17,449 06	....	100,602 14	....
	Totals	207,234 94	60,917 19	226,928 48	49,719 39	334,044 70	94,938 12
	Fishing bounties	165,967 22	....	156,892 25	....	159,752 15	....

No.	—	1897-98.		1898-99.		1899-00.	
12	General Account Fisheries	2,389 66	....	2,632 12	....	652 41	....
13	Ontario	19,239 34	30,574 57	11,784 22	5,830 85	3,804 94	794 12
14	Quebec	11,140 16	7,571 15	11,350 27	6,287 71	5,452 41	2,543 04
15	New Brunswick	17,063 58	5,317 08	22,922 50	10,430 08	21,659 94	12,015 27
16	Nova Scotia	21,683 91	11,511 85	25,348 11	6,668 22	27,461 91	5,494 49
17	Prince Edward Island	6,775 78	2,707 57	6,832 85	2,242 24	7,364 30	2,207 12
18	Manitoba	1,206 26	1,515 00	1,883 37	1,537 85	1,723 59	2,028 00
19	N. W. Territories	2,324 66	393 87	4,065 68	150 50	3,848 25	1,522 50
20	British Columbia	8,508 79	47,864 75	8,459 47	45,801 75	13,662 17	53,195 35
21	Yukon	....	....	....	....	....	....
22	Hudson Bay Territory	....	....	....	....	....	....
23	Fish-breeding	28,002 32	....	34,522 57	....	38,070 12	....
24	Fisheries Protection Service	101,807 96	....	105,133 27	....	97,370 11	....
25	Miscellaneous	59,919 56	....	23,207 73	....	31,125 67	....
	Totals	280,061 98	107,455 84	427,599 16	76,949 20	411,717 35	79,799 89
	Fishing bounties	157,504 00	....	159,459 00	....	160,000 00	....

No.	—	1904-05.		1905-06.	
26	General Account Fisheries	1,314 75	....	2,261 66	....
27	Ontario	4,294 60	1,471 51	4,949 67	499 15
28	Quebec	6,769 16	4,648 86	8,123 04	7,564 39
29	New Brunswick	25,253 16	11,887 19	35,856 38	11,395 84
30	Nova Scotia	32,619 85	6,448 88	49,351 10	4,934 43
31	Prince Edward Island	6,879 05	2,046 50	9,351 81	2,206 25
32	Manitoba	2,800 64	4,875 70	3,687 07	4,148 00
33	N. W. Territories	7,003 55	1,151 50	11,124 22	868 97
34	British Columbia	16,631 37	47,436 00	30,141 33	51,532 50
35	Yukon	1,400 60	340 00	1,083 31	282 00
36	Hudson Bay Territory	....	10 00	....	10 00
37	Fish-breeding	149,419 24	....	209,279 78	....
38	Fisheries Protection Service	462,082 12	....	249,876 37	....
39	Miscellaneous	105,892 97	10,472 00	194,993 61	14,568 16
	Totals	822,360 46	90,988 14	968,626 00	98,009 69
	Fishing bounties	157,228 24	....	158,546 65	....

NOTE—Miscellaneous Revenue consists of U.S. *Modus vivendi* License.

Fisheries Department from July 1, 1890, to June 30, 1906.

1893-94.		1894-95.		1895-96.		1896-97.		
Expenditure.	Revenue.	Expenditure.	Revenue.	Expenditure.	Revenue.	Expenditure.	Revenue.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	......	....	....	....	....	2,198 47	....	1
22,634 37	28,632 82	21,938 56	33,211 60	24,917 48	35,681 68	21,592 40	32,814 66	2
11,692 82	7,211 82	12,459 34	8,836 18	11,870 43	8,160 98	12,910 80	7,876 12	3
18,522 94	8,333 24	21,370 94	11,170 36	20,526 56	10,696 88	21,671 92	10,110 77	4
20,420 81	5,296 27	23,555 38	7,075 07	23,049 41	6,180 93	23,682 33	5,239 55	5
3,078 55	980 15	3,796 58	3,312 30	3,555 87	2,161 85	3,744 36	2,032 25	6
5,331 29	926 99	6,178 71	2,458 80	6,915 20	2,256 69	1,908 14 2,181 58	1,719 00 344 13	7
5,283 21	25,337 90	6,218 74	23,517 25	6,226 77	26,410 75	8,841 64	39,888 82	8
45,024 67	....	39,730 93	....	38,050 41	....	27,330 73	....	9
115,147 59	....	100,207 29	....	102,021 72	....	99,357 01	....	10
34,892 19	....	24,619 86	....	20,203 25	....	62,777 30	....	11
282,028 44	76,719 19	260,076 33	89,581 56	257,237 10	91,549 76	289,197 01	100,025 30	
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1,117 49	....	765 78	....	402 97	....	1,362 11	....	12
3,819 57	717 35	4,445 93	373 42	4,650 53	1,818 83	4,500 43	2,578 48	13
7,934 03	4,738 92	6,242 58	2,498 85	6,785 86	4,379 15	7,619 67	4,670 64	14
28,452 51	10,150 40	23,813 62	11,658 34	27,132 84	11,188 02	27,664 34	10,593 20	15
35,760 39	6,595 94	32,618 00	6,084 65	39,118 79	3,962 45	30,003 01	3,685 75	16
7,934 03	1,525 30	7,814 02	1,843 45	7,081 60	2,007 35	7,320 96	1,983 42	17
2,669 74	1,103 00	2,624 87	2,279 00	3,129 70	1,784 00	2,789 74	4,002 70	18
6,251 39	1,222 55	5,928 22	950 07	7,076 26	1,350 50	7,317 49	922 50	19
17,886 36	52,960 35	18,560 73	41,178 65	17,808 45	43,015 62	15,133 65	56,904 34	20
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68,961 40	....	79,891 85	....	77,330 86	....	109,286 07	....	23
124,211 21	....	152,723 69	....	145,137 49	....	204,654 66	....	24
27,833 79	9,178 50	56,131 26	11,223 65	30,903 27	8,925 40	56,828 18	10,165 50	25
332,767 07	88,145 11	393,627 21	79,169 58	368,091 12	78,635 82	475,880 31	95,756 53	
158,802 50	....	155,942 00	....	159,853 50		158,943 70		

39TH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, FISHERIES BRANCH

FURTHER CONTRIBUTIONS

TO

CANADIAN BIOLOGY

BEING STUDIES FROM THE

MARINE BIOLOGICAL STATION OF CANADA

1902-1905

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EXCELLENT MAJESTY
1907

PREFATORY NOTE.

By the Director.

Since the issue of the last series of scientific papers from the Marine Biological Station of Canada, (under the title 'Contributions to Canadian Biology, 1901') researches of a varied and important nature have been continued by the staff of scientific investigators who, from season to season, have worked at the station. It is pleasing for me to be able to report that many of the ablest Canadian biologists, as well as University assistants, demonstrators, and students qualified to conduct original researches, have taken advantage of the facilities provided by the Dominion government; and the investigations, begun in 1899 at St. Andrews, New Brunswick, have been continued at Canso, N.S. (1901-1902), Malpeque, P.E.I. (1903-1904), and Gaspé, P.Q. (1905). The stay in each locality has been limited to two years, and biennially the station has been towed upon its scow to a new site, thus permitting of the fisheries in an extensive series of areas coming, in succession, under the purview of the scientific staff. Indeed, during the comparatively short career of the institution up to the present date, all the maritime provinces have been visited, and vital fishery questions in each have been looked into, and important facts ascertained. In each locality where the station has been placed the fish and fisheries characteristic of the district adjacent, have occupied the attention of the staff, but faunistic, botanical, chemical and other studies have been carried on assiduously. A thorough understanding of the conditions essential to the prosperity of any fishing industry is only possible when the various biological and physical features of the coast and the waters concerned have been ascertained. The study of the 'environment' of fish and fisheries is as necessary as the study of the fish themselves and their habits, or of the practical methods of exploiting fishery resources. Hence the completion of exhaustive reports upon fisheries in all their aspects, practical, commercial and scientific, is possibly only after continued work for many years. Hasty publication often implies immature results, and doubtful conclusions and recommendations.

A glance at the table of contents will show that the thirteen reports, now presented as 'Further Contributions,' deal with practical and technical matters bearing upon the fisheries, and the important and complex problems which they involve.

The 'Plankton' investigations of which Professor R. Ramsay Wright furnishes the first instalment, indicate the kind and abundance of food, in the area examined, upon which the schools of young food-fishes subsist. In the absence or scarcity of such food these young fish would perish, and it would, of course, be vain to expect a plenitude of adult fish in future years. The abundance of marketable fish depends upon the abundance of young fry hatched out in the 'nurseries' or breeding areas in the sea, and the young fish can only be plentiful when the minute floating food or 'Plankton' is locally rich, varied, and plenteous. It would be superfluous to dwell upon the great value of such researches as those carried on for some years by Professor A. P. Knight

(Queen's University). The effects of dynamite, illegally used in fishing operations, and the actual and unquestionable results of sawdust pollution in waters frequented by fish, have been investigated with thoroughness and rigid accuracy, for the first time in Canada, under the auspices of the Marine Biological Station. Intense public interest has been aroused by the publication of the preliminary accounts of Professor Knight's prolonged and laborious investigations, and the final reports are included in the present series.

Dr. Joseph Stafford, who for some years has devotedly performed the duties of curator at the station, and year after year, has spent the whole season from the opening to the close, in faunistic, fishery and other studies, especially the study of fish-parasites, contributes further interesting papers, and it is important to note how many of the universities of the Dominion have sent workers to the Marine Biological Station. Toronto and McGill Universities have been prominently represented. Queen's University, Kingston, has almost every season sent some representative of its academic staff, while Dalhousie (Halifax), Mount Allison (Sackville, N.B.), Acadia (Wolfville, N.S.), and other universities, including some United States' institutions have sent workers. The station has been hampered in various ways, by the limited nature of its reference library, but especially by the lack of a suitable fishing launch fitted for investigating deep-sea grounds. These wants are happily being gradually supplied, the library already embraces a valuable and representative series of memoirs and reference works, and with due encouragement the Marine Biological Station of Canada will ere long rank as one of the best and most valuable fishery research institutions on this continent.

EDWARD E. PRINCE,
Dominion Commissioner of Fisheries.

December 30, 1905

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I

THE PLANKTON OF EASTERN NOVA SCOTIA WATERS.

AN ACCOUNT OF FLOATING ORGANISMS UPON WHICH YOUNG FOOD-FISHES MAINLY SUBSIST.

By R. Ramsay Wright, M.A., LL.D., &c.,
Professor of Biology and Vice-President University of Toronto.

(WITH SEVEN PLATES.)

INTRODUCTION.

Within recent years much attention has been given to the floating microscopic organisms which abound in all great bodies of water—fresh and salt. It had not been sufficiently realized until it was insisted upon by Haeckel, Hensen, Brandt and others, that our attention has hitherto been arrested chiefly by the animal life of the sea and the great lakes to the neglect of the vegetable food-supply which necessarily forms the *conditio sine qua non* for the existence of all animal life. On land the vegetable kingdom everywhere seems to be predominant, and to account amply for all the animal life which feeds on it directly or indirectly. But in the ocean, the obvious plants—the seaweeds, brown, green and red—form a mere inconspicuous fringe of vegetation along the shore, and do not extend out beyond a few fathoms in depth. Such a fringe of vegetation can practically be neglected as the basic food-supply of the animal life of the ocean, and the question comes to be, 'Whence do marine animals derive their fundamental supply of nourishment?' Living creatures are either builders or destroyers of protoplasm, or in familiar parlance, either plants or animals, and the former are necessary to sustain the life of the latter. In what form then do these necessary protoplasm builders exist in the sea and other great bodies of water?

The answer is, in the form of microscopic plants, often quite invisible to the naked eye and yet present in such enormous numbers, not only at the surface but through the whole of the superficial layers of waters, some sixty fathoms deep (as far as the sunlight reaches, on the presence of which their power to build protoplasm depends) that it has been calculated that an acre of sea-water—surface measurement—furnishes as much nutritive vegetable matter as does an acre of rich meadow land in the course of a year.

No one sailing over the Atlantic suspects the presence of such a rich vegetation, and indeed it can only be disclosed by filtering the water through an exceedingly fine fabric—the finest silk gauze used by millers is that generally employed for the purpose—and this is usually done by towing a net of such a fabric behind a boat so as to insure a definite amount of water passing through it.

Investigations made in this way may be either qualitative—merely to determine the nature and relative numbers of the organisms so captured—or quantitative—to determine the absolute amount of the different kinds of organisms in a column of water of given dimensions.

It is such quantitative investigations which have rendered the statements as to the richness of the marine vegetation possible, which are made in the foregoing paragraph.

The tiny organisms obtained in this way are not all plants, many of them are animals, feeding on the former, and themselves serving as food for larger creatures.

Many of our important food-fishes, such as those of the herring and mackerel families, are known as plankton feeders, for their gill-arches are provided with a sifting apparatus which enables them to sift out from the water which they are breathing, the minute organisms it contains, and the young stages of all fish pass through a phase when they are dependent on the same kind of nourishment. Without a glance at the catch of a tow-net it seems incredible that fish of any size should be dependent on such inconspicuous food, but sometimes at the height of the summer a careful inspection of the water itself betrays its richness in life. In our inland lakes, e.g., the 'blossoming' or 'flowering' of the lake in August, when the water is full of minute green points, is a phenomenon which often attracts attention and is only a temporary exaggeration of a permanent condition. The astounding rate at which these minute creatures reproduce themselves, is one of the noteworthy facts about them.

Although there are various methods of reproduction, one of the commonest is that of division into two after they have grown to their typical size. Maupas has calculated that if a little Infusorian, not as big as the head of a pin, continued to reproduce at its ordinary rate of division—five times a day—it would, at the end of a month, form a mass of protoplasm a million times as big as the sun! It is obvious that the rate of consumption of such creatures by larger forms must be very high to keep down the population to the normal relations in which we find them, and of course the rate of reproduction of the minute plants is dependent on the amount of the carbon, nitrogen, and other elements of their food available in the sea water.

But it must be remembered that these minute plants are constantly being devoured by animals, some little bigger than themselves, others much larger, hence no one species ever gets the opportunity of monopolizing the ocean.

Another noteworthy circumstance is that our northern waters appear to be richer in plankton vegetation than those nearer the equator, richer at least, in the mere quantity of vegetable matter, not in beauty or variety of form, for the tropical species are certainly more varied, and in many cases more beautiful than the northern ones. To this wealth in microscopic organisms of our waters we owe the circumstance that we are able to supply warmer climes with the surplus of our fish production. The reason of this greater richness is not apparent; Brandt has suggested that it may be due to a deficiency of nitrogen in warmer waters owing to the more favourable conditions for the growth of denitrifying bacteria.

Before giving a detailed description of the minute life of the ocean, a few remarks as to its general character will be appropriate. The simple plants which constitute the bulk of the marine vegetation are frequently *Peridinia* (Plate I.), single cells of odd shape usually furnished with a decorated shell, and swimming actively by means of two long lash-like 'flagella.' Some of these *Peridinia* it is improper to describe as plants, for they seem to be destitute of chlorophyll and therefore obliged to depend upon preformed living matter for their food.

Another group abundantly represented in the open water is that of the *Diatoms* (Plate II.). These have always a resistant siliceous shell, and do not swim actively like the foregoing. Both of these groups of plants, however, require to live in the stratum of water penetrated by sunlight, and they do this either by their own exertions, but usually owing to the presence of organs which render floating easy, such as long delicate spines or the like, or again, to the presence of fat or oil which diminishes the specific gravity of the cells.

The chlorophyll in the *Peridinia* and *Diatoms* is often masked by other colouring matters usually of a brownish hue, but there are also unicellular plants of a pure green chlorophyll like some of those represented in Plate III., while in addition to these there occur many extremely minute forms of various colours, but in shape approaching that of the *Chrysomonad*, Fig 11, so small as to elude the meshes of the fabric generally employed. The mesh of the latter is usually 1/200 of an inch on the side, but many little creatures actively swimming by means of lash-like prolongations of their protoplasm, the so-called *'Flagellata,'* do not exceed ⅟₃₀₀₀ of an inch in diameter, and slip through such a mesh with ease, unless accidentally arrested by the threads.

As to the one-celled animals which, of course, feed on these smaller plants, they belong to the various groups represented on Plate IV., and some of them form with *Peridinia* and *Diatoms,* a conspicuous part of the food of oysters and similar molluscs.

Again, the plankton contains many young phases of higher animals which swim about for the earlier part of their life and afterwards settle down to more or less sedentary habits. Such is the case with the sea-urchins, worms, molluscs, &c., some of the young of which are represented on Plate V. These larvæ are, of course, dependent on the minute life of the plankton for their food, and are themselves devoured by larger animals.

But there are also adult animals of small size rarely more than the ⅛ of an inch or so in length, which are constantly eating up the crop of microscopic plants, and which themselves form the bulk of the food of plankton-feeding fish; such are the *Copepods* represented on Plates VI., and the *Tunicates,* on Plate VII. And, finally, reference should be made to the floating eggs of various fishes like the cod, occurring in enormous numbers, few of which ever reach maturity, but are destined to furnish nourishment to the plankton feeders.

Many of the creatures and eggs referred to are exquisitely adapted to their floating (pelagic) life, by their extreme translucency, which makes them almost invisible in the water. Such is notably the case with forms like those shown in Plate V., Fig. 13, and Plate VII., Figs. 11 to 13.

The following account of the organisms observed at Canso is intended as a preliminary one, one of the results of which it is hoped may be the lightening of the initial labours of future investigators into the Canadian plankton, and another, that some workers may thereby be induced to enter this interesting field of research, which requires, owing to the vast extent of our Dominion waters, to be sub-divided to give entirely satisfactory conclusions.

PERIDINIALES.

PROROCENTRIDÆ.

This family embraces the simplest forms of Dinoflagellata, and one of the genera at least suggests by the symmetry of its bivalve shell a relationship to the Diatoms, the colouring of which they also share. The characteristic girdling furrow of the more typical members of the order is absent.

EXUVIAELLA.—*Cienkowsky.*

This differs from Prorocentrum in the lack of the prominent anterior spine of that genus. The specimens observed at Canso, and more frequently at Malpeque, P.E.I., belong to the species *E. marina* (Plate I., fig. 1), but there appears to be a slight difference in that the posterior half of the shell is decorated with some short projecting spines which may entitle it to the varietal name *'hispida.'* The dimensions are 42 × 33μ.

PROROCENTRUM.—*Ehrb.*

P. micans E. (Plate I., fig. 2) also more abundant at Malpeque, appears to be identical with the common European form; it is longer and slenderer than Exuviaella and less symmetrical in outline. The two foregoing species, especially the latter, are important constituents of the oyster's food.

GYMNODINIIDÆ.

PYROCYSTIS.—*Murray.*

This genus was established by Sir John Murray for certain globular cells met with in the tropical and subtropical portions of the ocean, which are frequently responsible for the phosphorescence of the sea. The species met with, *P. noctiluca* (of large size, viz. : 600—800 in transverse diameter) was accompanied by a spindle-shaped form *P. fusiformis* Murray, measuring 1,000 × 160μ. Also at Canso a globular form of smaller dimensions (80 × 150μ) was frequent (Plate I., fig. 3), agreeing admirably in the nature of the protoplasmic contents with *P. noctiluca.* It was also accompanied by a crescentic form (Plate I., fig. 5) 180—250μ in length by 18—25μ greatest width which has been frequently found in the north Atlantic, and described by Schütt as *P. lunula.* The association soon turned out not to be fortuitous, for all stages of segmentation of the protoplasmic contents of the globe into 4, 8, 16, 32 balls were observed (Plate I., fig. 4), which eventually developed into crescents within the shell of the globe before they were freed by the bursting thereof. The curiously curved shapes which they acquire during their imprisonment are explained by their crowded arrangement. A further phase of development, in virtue of which six Gymnodinia (fig. 5, 5a) are formed within the crescent (one of which is distinguished from the others by a red spot), was observed such as is figured by Hensen (No. 1, Plate IV., fig. 30). Schütt figures examples with only a single Gymnodinium in the interior. It seems improbable that only one species of Gymnodinium passes through this remarkable cycle, and further studies may reveal globular and fusiform cystic stages for other species. Another cyst occurring along with the foregoing, but exceeding it in size (diameter 200 — 250μ) is probably related. It was observed frequently with daughter-cells sixteen in number of characteristic form (Plate I., fig. 6) and size (50—56 μ), one alone of which possessed a rosy spot. The cells afterwards undergo encystment when, within each, eight granddaughter cells of similar but smaller size, 12μ, are developed, one only of them retaining the original rosy spot.

In July and August there was frequently observed within dead Copepods or their appendages, a small pink Gymnodinium (Plate I., fig. 7) of subglobular form, 40μ in its longer diameter, generally in an encysted condition, the nuclei recalling the structure figured by Schütt (No. 2, Plate XXII., fig. 73). It is probably a stage in the development of a larger form.

POUCHETIA—*Schütt.*

This genus has been formed by Schütt for the purpose of separating certain chlorophylless species of Gymnodinium which are also distinguished, alone among marine forms, by the possession of more or less complicated organs of vision.

About the midde of July at Canso a form was common which possessed the yellow and brown chlorophyll of Schütt's *Gymnodinium geminatum,* disposed in strands, but in addition a well marked pigment spot with lens of the form represented in Plate I., fig. 8. As this is manifestly of the same character as the stigma of the other species of Pouchetia, that genus must be held to include also chlorophyll-bearing forms. The present species, which on account of its colour may be called *P. ochrea,* was always observed encysted, a single individual or one in various stages of division being inclosed in the cyst. The latter envelopes the body closely, and is not the thick gelatinous investment seen in *G. geminatum.* The undivided cell measures 55 × 45μ but when division is far advanced it gains a length of 100μ. The form and position of the lens and pigment body of the stigma may be gathered from the figure. The latter shows that the two daughter individuals, instead of being in contact by similar surfaces, have their opposite poles adjoining.

GYMNODINIUM.—*Bergh.*

A form (Plate I., fig. 9) was observed on one occasion in July, 1902, which is possibly referable to *G. gracile* Bergh. It is bright pink in colour and measures 125μ in its long diameter. In form it recalls *G. fusus* Schütt.—No. 2, Plate XXV., fig. 81.

PERIDINIIDÆ.

DINOPHYSIS.—*Ehrb.*

This genus is at once recognized by the compression from side to side and the far anterior position of the transverse furrow. Two species are common at Canso and at Malpeque; *D. norvegica* Clap. and Lach. (Plate I., fig. 10), the commonest form, measures 65 μ in its long diameter, and can be distinguished by the coarse reticulation of the shell, the green chromatophores and the curved posterior point.

D. rotundata (Plate I., fig. 11), the next most frequent form, measures little more than 50μ in length, lacks chromatophores, possesses protoplasm of a very pale pink hue, often much vacuolated, and has a shell decorated with very minute round points. The anterior half of the shell projects considerably beyond the girdle, which is notably not the case in *D. norvegica.* A third species of ovate outline with green chromatophores, but smaller than either of the foregoing (35 — 45μ), resembles *D. ovum,* Schütt, in form, but is not so large.

PYROPHACUS.—*Stein.*

P. horologium Stein (Plate I., fig. 12) is distinguished by the fact that its two valves are subequal and much flattened, so that it presents to the observer one or other of its poles, being then distinguished by the broad transparent flanges overhanging the transverse furrow. The chromatophores are yellowish green. It owes its specific name to the watch-glass shape of its valves. These measure 72μ in diameter. It was common in the middle of July.

PROTOCERATIUM.—*Bergh.*

P. reticulatum Clap. and Lach, is a comparatively small form which no doubt frequently eludes observation. It is marked by the coarse reticulation of the shell (Plate I., fig. 13), which is divided off into angular areas bounded by ridges and provided with a central pore, also by the deep diatom-brown of its chromatophores. It occurred at Canso in July and August, the specimens measuring 46μ in the longest diameter.

GONYAULAX.—*Stein.*

G. spinifera Clap. and Lach. resembles the foregoing in its colouring, but has a characteristic tubular prolongation of its anterior pole and carries spines on the posterior pole at the sides of the well-marked longitudinal furrow (Plate I., fig 14). The transverse furrow is markedly spiral. The long diameter is 80μ. It was observed in one gathering from Grand river, Malpeque in 1903.

PERIDINIUM.—*Ehrb.*

To this genus there belong several species which are often most abundant in the plankton, and constitute a very important element of the food of those animals which are dependent on such microscopic nourishment. Four species were recognized at Canso, not necessarily occurring at the same time, but frequently overlapping in their maximum periods. Three of these have the angular outline which is characteristic of most of the species, while the fourth is oval in contour. The three former, however, differ in dimensions and in colour. *P. divergens v. reniforme* Ehrb. (according to Jorgensen, No. 3, p. 36=*P. depressum* Bailey) is the largest (120μ in transverse diameter) and has protoplasm of pinkish hue (Plate I., fig. 15, a. & b.). *P. lenticulare* Ehrb. (Plate I., fig. 16), is greenish, and measures only 80μ across, while *P. pellucidum* fig. 17) is only half as wide, more pyriform, and quite colourless. At the beginning of August, 1902, a variety of *P. divergens* made its appearance, in which the pink colour was more intense, the reniform outline, when observed from one of the poles (fig. 15 c.) more marked, and the vertical height from pole to pole less. *P. ovatum* (Pouchet) Schütt (fig. 18) shares the pink hue of *P. divergens,* but is oval in outline except for the short tube of the apical pole. Its transverse diameter is 75μ and its vertical 55μ. The ventral fissure is bounded by two sharp teeth.

Diplosalis lenticula Bergh, was observed along with the foregoing, with which it may easily be confused on account of its oval outline, but it differs from it in possessing only five pre-equatorial plates instead of seven, and in the fact that the transverse furrow has a strictly equatorial and not slightly spiral course. Its dimensions are rather smaller.

CERATIUM.—*Schrank.*

This genus, like Peridinium, furnishes a very large part of the floating food-material of the ocean. It differs from it in having the tendency to develop flotation organs either in the form of three horns (one apical, two antapical), or by the acquisition of an exceedingly long and slender form like some of the plankton diatoms. The plates of the apical pole are fewer in number, there being only three pre-equatorial plates.

The commonest species at Canso is the widely-distributed *C. tripos* Nitsch, and the variety of this very variable species which is most abundant is *C. tripos macroceras* (*forma intermedia*) of Jorgensen. It will be seen that my sketches (fig. 19) resemble his figure (No. 3, Plate I., fig. 10) very closely. Another form in which the horns are much longer in proportion to the width of the body was commoner, earlier in the year, and is perhaps the form '*scoticum*' of Schütt, while isolated examples of a form with the antapical horns very slightly curved towards the apical pole approach the variety '*arcticum.*'

C. fusus (fig. 20) seems less variable than the foregoing. The right antapical horn is more or less suppressed, and the whole cell attains a length of over 1 mm.

GYMNASTER.—*Schütt.*

One or two examples of the singular little form *G. pentasterias* Ehrb. (fig. 21 a. & b.) were met with in July. The body is oval, 44μ in long diameter, and is distinguished by the presence of two intracellular skeletal plates of resistant siliceous material. After boiling with nitric acid the delicate form of these plates (No. 2, fig. 216) becomes more evident. This form is frequently regarded as one of the Silicoflagellata (p. 9).

DIATOMACEÆ.

Of this group a very large number of marine forms are known, some of them admirably adapted as Schütt has pointed out (Pflanzenleben der Hochsee) for a floating life; others on the other hand confined to a littoral life by the absence of such provisions. The adaptation for floating is generally achieved by a reduction in the amount of silica in the valves of the shell, and in addition by the flattening of the whole cell into a disc-like form or its elongation into a more or less needle-like shape. *Coscinodiscus* and *Rhizosolenia* exhibit the two extremes of these modifications, and both genera were frequently represented in the tow-nettings at Canso. Of the former genus some very large examples are met with; *C. concinnus* e.g. (Plate II., figs. 1 and 2) in which the sculpture of the valves is exceedingly fine. *C. oculus iridis* and *C. centralis* are smaller and have more obvious sculpture which frequently suggests artificial engine-turning (fig. 3). *Actinoptychus undulatus* Ralfs, *Actinocyclus Ralfsii* Smith and *Paralia sulcata* (Ehrb.) Cleve are not uncommon (figs. 4, 21*a* and *b*, 23.

The commonest species of Rhizosolenia was undoubtedly *R. styliformis* Brightwell, in which the adjacent ends of the valves have very characteristic fitting surfaces (Plate II., fig. 6), but *R. setigera* Bright. was also frequently represented, in which the valves terminate in long spines with a peculiar spear-blade-like enlargement towards the middle of their length (figs. 5 and 7).

Still another type of plankton diatom is that which is furnished with delicate bristles which enormously increase the amount of surface in contact with the water without materially adding to the weight. To this type belongs the genus *Chætoceras*, which is not only rich in species but is profusely represented by individuals in the plankton.

CHÆTOCERAS.—*Ehren.*

In the following account of this essentially planktonic genus, I shall follow the excellent paper of Gran (No. 4), which unfortunately I had not at my disposal when I made the sketches of the forms observed at Canso.

The genus is not only one of the most characteristic, but one of the most abundant of plankton diatoms. It embraces a number of species, the synonymy of which is much confused. I shall only attempt to enumerate those of the diagnosis of which I feel certain. As Gran remarks, the arrangement of the chromatophores is often of considerable diagnostic value : I have found this so in the sketches where it has been noted.

The various species of Chaetoceras generally form chains of more or fewer individuals. Each individual is a shorter or longer cylinder, more or less flattened, the shell bounding which is formed of two valves with an intermediate hoop. The faces of the valves where they come in contact with adjoining individuals are provided with two bristles or setæ, which interlock with the adjoining bristles and diverge from the surface of the chain at an angle generally characteristic for the species. The more littoral species form spores which are peculiar in shape and decoration for the various species, but no such spores were observed during the summer at Canso.

Gran recognizes two subgenera Phaeoceras, in which the brownish chromatophores penetrate into the setæ (which are frequently spinous), and Hyalochaete, in which the setæ are hyaline.

To the former group belongs *C. boreale* Bail. (figs. 9 and 10), the cross section of the cell of which is nearly cylindrical (24 × 22·5μ), and the setæ, which are over 5 mm. long and spinous, are situated in the sagittal plane. The foramina, gaps in the chain between the individual cells, are hexagonal in outline. This form was common at Canso during July and August.

Of the species belonging to the second group, I shall first refer to *C. decipiens* (Plate II., fig. 8) which attracts attention on account of its considerable width which I have measured up to 75μ. The terminal bristles of the chain are shorter and stouter, bear transverse striæ, and are directed nearly parallel to the chain. It was the commonest species observed at Canso. Less common members of the same group were *C. didymum* Ehrb., *C. laciniosum* Schütt and *C. diadema* Ehrb. The first may be recognized by the lyrate foramina caused by a protuberance on the surface of the concave valves as well as by the position of the two chromatophores which fit up against these. In the second (fig. 1), the terminal setæ are wider in the middle and decorated with interrupted spiral lines of thickening. The third species betrays itself, when seen from the valve-surface, by the circumstance that of the four setæ two are in a sagittal plane and two in opposite directions of the transverse axis.

BACTERIASTRUM.—*Schadb.*

This genus is also exquisitely adapted for its floating life. It is composed of cylindrical joints like Chætoceras, but instead of each cell having only four bristles, sixteen may be observed in an end view projecting from the interval between contiguous cells and bifurcating as they radiate outwards (fig. 13). The species, *B. varians,* was observed towards the middle of September, the joints measuring 50 × 25μ, the basal part of the bristles 25μ, and the forks 60μ.

SKELETONEMA.—*Grev.*

This is another similar form, which, however, appears to depend on the slenderness of its cylinders and the tenuity of its siliceous coat for its floating power. The species observed, which is also recorded from the North Sea, is *S. costatum* (fig. 14), portions of the slender cylinders being ribbed. The frustules in the specimens observed measured about 40μ in length by 4 in width.

In addition to the foregoing plankton diatoms, many other of more littoral habit were frequently taken in the tow-nets. Especially is this true of certain forms like *Nitschia closterium* (fig. 18), or *N. longissima* (fig. 19) whose shape favours flotation, or like Striatella (fig. 15), whose siliceous shells are thin, and specific gravity therefore small, or like Licmophora (fig. 16*a* and b) which are frequently found attached to floating or swimming organisms like Copepoda. But there are again other forms, the shape of whose aggregations adapts them to a floating life; such are *Synedra nitschioides* (fig. 22), *Nitschia paradoxa* (fig. 17), whose cells perform the most remarkable evolutions, Tabellaria (fig. 24), and Rhabdonema (fig. 20).

PROTOCOCOIDEÆ.

Trochisia—*Kuetzing.*

This genus includes certain unicellular forms with a thick cell-wall generally ornamented with spines or ridge-like projections.

Tr. Clevei Lemm., or a representative of this species, occurring at the same time which the spines are imbedded (Plate III., fig. 1); it was common towards the end of July. The dimensions (the cell 31μ, spines 10μ) are somewhat different from those recorded by Lemmermann (No. 5), and the ends of the spines have more than two or three points, but these differences do not appear to have more than varietal significance.

Tr. Clevei Lemm., or a representative of this species, ocurring at the same time as the above, agrees on the whole in its dimensions (cell 72 — 93μ, spines 98 — 51μ), with Lemmermann's account, but the conformation of the spines is slightly different. There is no gelatinous envelope, the cell-wall is thin and the hyaline spines are often 'flaming' or divided at the end, and may vary in length and strength (Plate III., fig. 2).

Tr. dictyon (Joerg.) Lemm.—I find a single example of this species, the cell-wall of which is marked off by ledge-like ridges into quadrangular or pentangular areas, recorded in my sketches in September, 1901 (fig. 4). The cell measures 96μ in transverse diameter.

HEXASTERIAS.—*Cleve.*

Several examples of the type species of this genus *H. problematica* Cleve (Plate III., fig. 5), occurred towards the end of August, both in 1901 and 1902. It is characterized by 6 (or 7) arms projecting from a central disc about 40μ in diameter. The arms end in sharp recurved teeth. The contents become brown with chloride of zinc, but neither the arms nor the disc show a cellulose reaction. This form has hitherto been recorded from the North Sea, Iceland, and the neighbouring parts of the north Atlantic.

Another form was observed in August, 1902, which appears to be allied to the above, and which may provisionally be referred to the same genus. One surface of the central disc in this instance is vaulted, and each of the six projections is divided into three tapering curved spines, the middle one of each group being curved inwardly towards the flatter of the two surfaces of the disc. In the specimen observed the disc measured 68μ, the spines 40. For convenience the species may be called *H. spinatrifida* (Plate III., fig. 6.)

I was inclined to refer to the same group an organism which was met with once in an oyster's stomach at Malpeque (Plate III., fig. 4), and which is evidently identical with Hensen's 'Sternenhaarstatoblast' (*l.c.* Taf. IV., figs. 23 and 24). I notice, however, that Hensen describes ciliation in the interior of his cysts.

HALOSPHÆRA—Schmitz.

This genus occurs in the form of free-swimming globular cysts, within which the contents break up into swarm-spores.

H. viridis Schmitz, first observed at the Naples Zoological Station, is a very familiar and abundant element of the plankton in June and July. The youngest cells have diffused chlorophyll with scattered starch-grains and the nucleus is not visible. Eventually the protoplasm exhibits peripheral divisions. It is segmented into numerous cells, still connected by protoplasmic bridges (Plate III., fig. 7), which soon are broken, the individual cells fashioning themselves into monadiform swarm-spores (fig. 7*a*). The largest cells measured were 360μ in diameter.

SILICOFLAGELLATA.

'Cells without external membranes with one or two flagella, one central nucleus and frequently many yellowish brown chromatophores, living within a shell formed of solid or hollow siliceous rods. Reproduction unknown.'

The above is the diagnosis given by Lemmermann of this singular group of which I have found for the most part only empty shells belonging to the genera Distephanus and Ebria.

DISTEPHANUS—*Stöhr.*

D. speculum (Ehrenb.) Haeckel is met with in a variety which appears to be that named *regularis* by Lemmermann, as the radial spines from the basal hexagon (20 μ in diameter) are equal in length (15μ).

EBRIA—*Borgert.*

Ebria tripartita (Schum.) Lemmermann (Pl. III., fig. 9) was not uncommon in August. The genus differs from Distephanus in having a solid skeleton and two flagella. It has hitherto been recorded from the Baltic and the Gulf of Naples. The shells (which measure 20μ in diameter) or fragments thereof, frequently occur in the stomachs of oysters at Malpeque.

FORAMINIFERA.

Comparatively few forms were observed in the plankton, and some of these were undoubtedly young examples of bottom forms swept up by storms. Only once in September did a thoroughly planktonic form make its appearance, viz., a young Globigerina (æquilateralis ?) 150μ in diameter with short delicate spines.

Examples of a Pulvinulina and a Discorbina (Pl. IV., figs. 1 and 2) were less uncommon, the former indeed very frequent in July and August, while a few examples of a Spirillina (fig. 3) were observed in the latter month. A re-examination of these after a study of the benthonic forms would render a closer diagnosis possible.

RADIOLARIA.

Very few members of this class were observed at Canso. Jorgensen records some sixty species off the west coast of Norway, but only three of these were found at Canso. It appears that they are commoner in the open ocean. Of those found, two belong to Hæckel's group of the Acantharia and one to the Nassellaria.

Acanthonia echinoides (Clap. and Lach.) Hæckel (Pl. IV., fig. 4) was abundant in August in both of the years spent at Canso. So abundant, that when sporulating it could be seen in the form of distinct pink dots in the plankton.

The second and much rarer Acantharian is *Acanthostaurus pallidus* (Pl. IV., fig. 5) while the Nassellarian, only observed on two or three occasions, is the *Plagiacantha arachnoides* Clap. (fig. 6).

INFUSORIA CILIATA.

This class is represented in the plankton chiefly by the family of the Tintinnidæ, a group exquisitely adapted for pelagic life. It belongs to the order Heterotricha, sub-order, Oligotrichidea, in which the ciliary covering is reduced to a few specialized tracts, that round the mouth being the most important. A genus, Strombidium, belonging to another family, Halteridæ, is, however, met with under the same circumstances, and shares the peculiar adoral series of membranellæ.

Strombidium sulcatum (C. and L.) was described from salt water at Bergen, but was observed to be very frequent at Canso in August, 1901. Its outline is somewhat oval, but the posterior end is provided with certain characteristic furrows and the anterior with a projecting beak broader at its extremity than at its origin. The observed dimensions were: 440 × 266μ.

TINTINNIDAE.

In discussing this interesting group of characteristic plankton Infusoria, I shall follow the account given by Jorgensen in his recent discussion of the Norwegian forms. (No. 6.)

I have reproduced in Plate IV., fig. 7, the representation of the characteristic ciliation of this group given by Lang in his Text-book (Protozoa, fig. 53).

TINTINNUS—*Schrank.*

This is characterized by the tubular case being open posteriorly. *T. acuminatus* Clap. and Lach. (fig. 8) was seen only on one occasion, but it is readily recognized by the ridges which occur on the posterior third of the case. The specimen observed measured 258 × 17μ. T. *obliquus* Clap. et Lach. (fig. 9) was only seen in July, both in 1901 and 1902. Apart from its smaller dimensions (80 — 100 × 14 — 19μ), it may be recognized by the absence of the flaring anterior aperture.

AMPHORELLA—*Daday.*

This, like most of the other genera, has no posterior aperture. The commonest species of this genus, *A. subulata* (Ehrb.) Dad. (fig. 10), is exceedingly abundant in the plankton in July and August. Its case is translucent, is furnished with a long posterior spine and is at once recognizable by the series of denticulated rings which adorn its anterior end and seem to indicate additions to the length of the tube. It appears to constitute a considerable element of the food of the oyster in Malpeque bay.

TINTINNOPSIS—*Stein.*

This differs from the foregoing in having the case beset with foreign material. Two of the species commonly occurring at Canso were easy of diagnosis, viz.: *T. campanula* (Ehrb.) Dad. and *T. beroidea* Stein (figs. 12 and 13). The dimensions of the average examples were in the former case 150 × 130μ; in the latter 43 × 19μ. But in addition to these, forms similar in their general shape to *A. subulata* were very common. T. *davidow* Daday has a total length of 95μ of which 65μ belongs to the spine; it is 40μ wide. The specimen figured (Plate IV., fig. 14) exhibits lines of growth and a fine punctulation of the case, where unconcealed by the foreign material. Another variety measures 45μ in width and 240μ in total length, of which 95μ belong to the spine, which is set on obliquely to the case. No rings were observed in this variety, and the punctulation was confined to the spine (Plate IV., fig. 15). *T. cylindrica* is distinguished by the peculiar form of the aboral end of the case, which lacks the spine of the above, but has a short handle-like process of irregular outline covered with foreign matter.

T. lobiancoi (fig. 16), a cylindrical form, test-tube like in shape, (190 x 45μ) may possibly be a variant of Jorgensen's *T. subacuta,* but no annulations were observed.

CODONELLA.—*Haeckel.*

C. ventricosus (Plate IV., fig. 11) was not uncommon in July. Its form, small dimensions (60 × 42μ) and constricted neck sufficiently distinguish it.

C. lagenula Clap. and Lach.—Common in Malpeque bay, is similar in form, but has no foreign particles adhering to the shell.

PTYCHOCYLIS.—*Brandt.*

P. urnula (Clap. et Lach.) Brandt is a small form very easily recognized by its hyaline case, which is provided with two annular swellings and a thinner slightly inverted and toothed lip (Plate IV., fig. 19). The example observed approached Jorgensen's var. *minor,* in its dimensions (96 × 75μ).

CYTTAROCYLIS—*Fol.*

This genus is characterized by a wall formed of two lamellæ united by transverse plates. The most abundant form at Canso was *C. denticulata* (Ehrb.) Fol var. *gigantea,* Brandt (Plate IV., fig. 18), the tubes of which with their delicate reticular sculpture and toothed orifice were very abundant in the plankton in June and July. The average dimensions of the Canso examples were 470 × 70μ, but shorter and stouter specimens occurred, approaching the variety *typica,* in which the length is only three times the breadth. The sculpture ceases as the case narrows to its delicate terminal spine, which is as a rule sharp, but occasionally terminates in a knob.

ECHINODERM LARVÆ.

Three of these were observed, viz., (1) The Pluteus of *Strongylocentrotus dröbachiensis* in its second stage. In addition to the two pairs of ciliated epaulettes at the base of the post-oral and posterior dorsal processes, there is a posterior ring. The greatest length of the larva, which occurred in the end of June and the beginning of July, is 1.25 mm. (Plate V., fig. 1). At a later date (2) an Ophiopluteus made its appearance on July 11 (fig. 2), and a comparison of my sketches with Mortensen's figures (Nordisches Plankton IX., 16) induces me to refer it to Ophioglypha, of which *O. robusta ayres* is the common species at Canso. My sketches, however, are not sufficient to give an accurate picture of the form of the skeleton (Plate V., fig. 2). Still later, on July 18, (3) the first Bipinnariæ of *Asterias vulgaris* were recorded (fig. 3).

TREMATODES.

A few examples of what has been supposed to be the pelagic egg of a Trematode were detected in both years; such at least, is the interpretation placed upon these by Canu (Ann. de la Station Aquicol. de Boulogne-sur-mer, Vol. I., pt. 2, p. 112, Plate VII., fig. 8-9). The Canso specimens are longer and comparatively slenderer 290 μ (of which 182 to tail) × 50, while Canu's measure 150 × 42.

The larvæ of *Hemiurus appendiculatus* Rud, and *Derogenes varicus,* O. F. Müller, diagnosed by Dr. Stafford, are found occasionally free, as well as in the interior of Copepods (*Acartia* sp. at Malpeque).

ANNELIDA.

Of the two families which are exquisitely pelagic in their habit, the Alciopidæ and the Tomopteridæ, only the latter was represented in the tow-net takings at Canso, and that by a single example taken out at sea in the end of August. (Plate V., fig. 5). From Apstein's account of the Tomopterids of the Plankton expedition, one would have expected that it would have turned out to be *T. helgolandica* or *T. septentrionalis,* but his excellent account enables me to diagnose it as a young example of *T. Mariana.* It measured 1.25 mm. in length, had the cephalic tenacles the two pair of tentacular cirri and five pair of parapodia developed, of which the two first carried yellow (phosphorescent ?) 'rosettes' on the basal joint, while the middle line of the back had some twelve distinct pink spots, which were also present on the tentacular cirri of the parapodia. No rosette was observed on the fin of the third pair of parapodia.

LARVAL FORMS.

Before any satisfactory account can be given of these, it will be necessary to work over the adult Annelids of the region. Two Spionid larvæ, one of them *Polydora ciliata,* were very common, but I propose to confine myself here to registering the occurrence of some forms of particular interest. The Polygordius larva (Plate V., fig. 6) was frequent in July, as was also a Mitraria larva (fig. 7), but my attention was more arrested by a larva developing within an egg-membrane of peculiar character, of the systematic position of which I have not been able to satisfy myself. The embryo in question was first observed towards the end of July in an early stage of segmentation, with a large space between it and the peculiar shell of some 225 μ in diameter. On the inner surface of the latter were to be seen numerous pear-shaped vesicles apparently opening to the exterior (fig. 8). Towards th end of the month a single cilated band had been established and later a well-marked anterior bunch of cilia as well as a posterior ring (fig. 9).

Still later two bunches of provisional setæ, some 130 μ in length, five in each bunch made their appearance (fig. 10), two brown eye-spots became obvious, and two caudal (sensory ?) organs were observed. The shell lost the peculiar pear-shaped vesicles as development advanced; it was perforated by the cilia and bristles, and eventually was ruptured by the escape of the larva. This I observed towards the middle of September, but only detected a single example of such a free larva.

Another developing embryo of larger size, 555 μ, related to the above, was also observed less frequently in September. The shell lacked the vesicular structures observed in the other case, but had a peculiar superficial sculpture and certain oval depressions (fig. 11) not related to the two ciliary rings whose cilia projected through the shell in separate tufts. Several of the oval areas were counted in front of the prostomial ring.

Since the above was written Leschke's paper* on the pelagic Polychæte larvæ of the Bay of Kiel has appeared, in which he records having met on one occasion with a larva similar to the former of these. He also cites previous records of similar occurrences which had escaped me, and from which I am able to state that the Canso larvæ obviously belong to the genus Nerine.

POLYZOA.

The only larval Polyzoan met with was the Cyphonautes larva of *Membranipora sp.* (fig. 12), which was abundant in June and July.

CRUSTACEA.

CLADOCERA.

Two genera were represented abundantly at Canso, viz.: Podon and Evadne. Of the former there were two species appearing at the end of July and of August respectively. I have not been able from my sketches to determine these with certainty, as the diagnostic features given by Timm and Hansen (the number of bristles on the exopodites of the various legs) are not recorded there. I suspect the earlier species, however, to be *P. polyphemoides* Leuckart, on account of its shorter tail lancets and smaller size, and the latter to be *P. intermedius* Lilljeborg. I find my sketches record that the caudal lancets of the larger species (Plate VI., fig. 1) are tinged with violet and toothed, also that the sculpture of the surface of the shell is different in the two species (figs. 1 and 2).

The two species of Evadne, however, are obviously *E. Nordmanni* Loven, and *E. spinifera* P. E. Müller, the former characterized by the greater elongation of the shell and the latter by the spine which it carries (fig. 3). The former species was abundant at the end of June, the latter common at the end of August. The first winter egg was observed in it on September 6.

OSTRACODA.

Only two species of this order were observed, neither belonging to the genus Conchoecia, so it is possible that the few examples observed are fresh water forms swept into the plankton.

COPEPODA.

Comparatively few of the numerous species of this interesting order occurring have been definitely diagnosed. The commonest forms are, however, recorded here.

SUBORDER GYMNOPLEA.

CALANIDAE.

Of this family the largest representative, a very abundant one in the earlier part of the summer, was *Calanus finmarchicus* Gunner. It attracts attention by its large size and by its transparent pale pink colouration. Fig. 4, Plate VI., is after Giesbrecht's figure of this species, and serves to call attention to the arrangement of the appendages in the order.

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*Leschke, Beiträge zur Kenntniss der pelagischen Polychaetenlarven der Kieler Föhrde. Wissenschaftl: Meeresuntersuchungen: VII.-123. Cunningham and Ramage, Trans. Roy. Soc., Edin., XXXIII. Claparede & Metschnikoff Z. W. Z. XIX, p. 329. Krohn & Schneider Müller's Archiv. 1867, p. 498.

Pseudocalanus elongatus Boeck (Plate VI., fig. 5) was exceedingly abundant in July and August, and can be readily recognized by the orange pigment and the green of the vulvar region, as well as by the morphological features described by Giesbrecht. The eggs, about 100μ in diameter, are in a loose cluster, from 7 to 13, and spermatophores of 310μ length were frequently observed with a longer or shorter tube. The individuals frequently carried clusters of a diatom (*Lichmophora,* sp.). As Giesbrecht has noticed, the larva of *H. appendiculatus* (p. 12) is found in this copepod, but it also occurs in *Acartia bifilosa.*

CENTROPAGIDAE.

Both *Centropages hamatus* Lilljeborg (Plate V., fig. 6), and *C. typicus* Lilljeborg were observed, the latter much less abundant and appearing considerably later than the former. They may be readily distinguished by the different armature of the genital segment of the female.

Temora longicornis, O. F. Müller, a northern form, was also abundantly represented.

PONTELLIDAE.

Tortanus.—This generic name has recently been substituted by Giesbrecht for Corynura (preoccupied), and expresses the remarkable distortion of the abdominal region which characterizes the genus. One species of this genus (*T. discaudatus* I. C. Thompson and H. Scott), Plate VI., fig. 9, was exceedingly common at Canso from the end of July to the middle of August. It was first recorded by the authors named from the Gulf of St. Lawrence and afterwards observed by Wheeler at Wood's Hole and described as *Corynura bumpusii.* I have little to add to the excellent account furnished by him except to suggest an explanation for the distortion of the furcal region. The second post-genital segment of the female carries a bunch of stiff hairs adjacent to that on the first, while the second abdominal segment of the male has certain grooves on the chitinized projection formed by the right posterior angle, as well as a few scattered bristles. In the right antenna of the male the first joint distad of the knee (19-21) carries two pectinate ridges, while the 17th and 18th joints have one each (fig. 11).

The explanation for the distortion of the abdominal region of the female (which is also transmitted in a less degree to the male) is furnished, I believe, by the mode of attachment of the spermatophore, which I had occasion to observe very frequently. The spermatophore itself is over 1 mm. long by 125μ wide. It is attached to the genital segment, in the ordinary way by a conical cement piece, but a much larger piece of yellowish cement is plastered on to the large right furca and its spine, and is connected with the beginning of the efferent canal of the spermatophore by a solid cord of cement of the same appearance (fig. 10).

Some cases were noticed in which an attempt had been made to attach a second spermatophore; in such the supplementary supporting patch of cement did not succeed in finding anchorage.

SUBORDER PODOPLEA.

CYCLOPIDÆ.

Oithona plumifera Baird (fig. 8) is one of the commonest forms of this section, and apart from its form can be recognized by the bright-red elongated eye-spot and a certain faint orange tinge in the abdomen. The spermatophores are pyriform, with a short stalk, and measure about 70μ.

HARPACTICIDAE.

Microsetella atlantica Brady and Robertson (fig. 12) was frequently taken in the beginning of July. Ripe females are readily recognized by the long setæ, as long as the body (547 μ), the orange-red colouring which extends to the eggs disposed in a single packet underneath the abdomen, and the denticulation on the segments.

Harpacticus chelifer (fig. 13) is also common.

AMPHIPODA.

The commonest member of this order in the Canso plankton is *Euthemisto compressa* Goes, Plate VI. fig. 14. It was most abundant in June.

DECAPODA.

Throughout the month of July there was plenty of opportunity of observing the various larval phases of Cancer and two species of Pagurus. One of the latter which occurred towards the end of the month differed from the figures I have studied by the presence of sixteen setæ on the telson, and a rostrum which only reached to the middle of the basal joint of the antennulæ.

UNIDENTIFIED EGGS.

Two pelagic eggs are of very frequent occurrence. One of these (Plate VII., figs. 1 and 2) is that of a gastropod and is contained in a horny capsule which suggests in its shape a low wide-brimmed hat, and resembles closely the figures given by Hensen (l.c. Taf. IV., fig. 25-30) of his 'Barbierbecken-statoblast.'

A further resemblance to his figure 25 is that two eggs are frequently found in the cavity of the capsule. The dimensions, however, of these structures do not agree for whereas the whole capsule of Hensen's statoblast merely measures 200 μ, that of the egg in question is 675 — 775 μ, the flat rim measuring 140 — 160 μ or so, the capsule proper some 400 μ; its cavity, (or cavities if there are two eggs) 140 — 150 μ, and the unsegmented egg about 120 μ. Segmentation had begun towards the end of June, the spheres having a certain pinkish hue by reflected light. By the eighth of July the shell and velar cilia could be made out. Larvæ ready to escape were observed up till the middle of August, but were not recognized in the plankton nor referred to the parent mollusc. Fig. 3 is a rough sketch of the shelled larva. I have not found any pelagic gastropod egg-capsules referred to in any of the literature accessible to me.

The second egg-capsule, commoner than the foregoing, I have not been able to localize even as definitely. It has something of the same form (fig. 4), viz., a subglobular capsule of 120 μ in diameter, with a thin rim 100 μ broad, which, however, unlike the former, does not lie entirely in the same plane, but is often much curled. The capsule is yellowish in colour and the rim shows a network of fine fibres (fig. 5). Empty capsules were common, and embryos (fig. 6) were observed in July and August within others, but I did not succeed in diagnosing them. These egg-capsules, when deserted, were frequently occupied by a species of Chytridium.

Among the numerous gastropod veligers found at Canso that of *Aeolis despecta* (fig. 7) was particularly common and attracted attention by its pellucid shell. Larvæ of the following Pteropods were also found, Clione aurantiaca (fig. 8) and two species of Hyalaeaceæ (figs. 9 and 10).

TUNICATA.

Although this Phylum furnishes a very large number of interesting forms belonging to the plankton, the only members of it found at Canso belong to the class *Copelata,* which permanently retain the tail and notochord of the larval Tunicate.

The excellent account by Lohmann of the forms belonging to this class, secured on the Plankton Expedition, renders diagnosis easy of the three forms found at Canso. Two families are recognized by him, one Kowaleskidæ, distinguished by the absence of the endostyle, the other Appendicularidæ, embracing all the remaining genera of the group. It is to the latter family that all the three species under consideration belong. The first of these to appear during the early part of July was *Fritillaria borealis* Lohmann (Plate VII., fig. 11). The length of the trunk of the example figured was 540μ, of the tail 1 mm. Projecting from the lateral edges of the trunk posteriorly are two processes like those which mark the species *F. pellucida.* No signs of the 'house' of the species were observed.

The two remaining species belong to the genus Oikopleura, distinguished from the foregoing by the plumper form, and by the circumstance that the fin of the tail begins at its attachment, not at some distance therefrom as in Fritillaria. *O. labradoriensis* Lohmann replaced the foregoing during the latter end of July, while *O. dioica* Fol was very abundant in the latter part of August. These can be at once separated by the fact that the former has some 16-18 globular 'subchordal' cells under the notochord in the latter half of the tail, while *O. dioica* (figs. 12, 13) has two stellate cells in the same position. It is the only dioecious species; ripe females with eggs 70μ in diameter were observed on August 20. Although like other strictly pelagic creatures for the most part transparent, *O. dioica* shows some traces of pigment in its intestinal tract, the œsophagus having a faint pinkish hue, while the rest of the intestinal wall, and especially the large gastric cells of the left compartment of the stomach, are decidedly violet. This species appears to live on a small green Flagellate (8μ in diameter) which I only observed in its stomach.

NOTE.—Through inadvertence some of the literature has been cited in the text, and some by the numbers which follow:—

No. 1. Hensen.—Ueber die Bestimmung des Planktons.—Berlin, 1887.

No. 2. Schütt.—Die Peridineen der Plankton-Expedition.—Kiel and Leipzig. 1895.

No. 3. Jorgenson.—Protophyten and Protozoen.—Bergens Museums Aarbog, 1899.

No. 4. Gran.—Protophyta. Norwegian North Atlantic Expedition.

No. 5. Lemmermann.—Nordisches Plankton.—2te Lieferung.

No. 6. Jorgenson.—Tintinodeen der Norwegischen West-Küste. Bergens Museums Aarbog, 1899.

EXPLANATION OF PLATES.

PLATE I.

FIG. 1. Exuviaella marina. × 600.
2. Prorocentrum micans. × 600.
3. Pyrocystis lunula, globular stage. × 250.
4. " with contained crescents.
5. Pyrocystis lunula with contained Gymnodinia. × 250.
5a. A single Gymnodinium. × 500.
6. Pyrocystis sp. × 150.
7. Gymnodinium sp. × 400.
8. Pouchetia ochrea. × 400.
9. Gymnodinium gracile. × 250.
10. Dinophysis norvegica. × 450.
11. Dinophysis rotundata. × 450.

12 a and b. Pyrophacus horologium. × 300.
13. Protoceratium reticulatum. × 400.
14. Gonyaulax spinifera. × 400.
15 a and c. Peridinium reniforme. × 200.
16. Peridinium lenticulare. × 300.
17. Peridinium pellucidum. × 300.
18. Peridinium ovatum. × 400.
20. Ceratium fusus. × 100.
21 a and b. Gymnaster asterias. × 600.

PLATE II.

FIG. 1. Coscinodiscus concinnus. × 100.
2. Coscinodiscus from side.
3. Coscinodiscus centralis. × 150.
4. Actinoptychus undulatus. × 250.
5. Rhizosolenia setigera. × 200.
6. Rhizosolenia styliformis. × 200.
7. Rhizosolenia setigera. × 500.
8. Chætoceras decipiens. × 150.
9. Chætoceras boreale. × 350; end-view of chain.
10. Chætoceras boreale. Girdle-view of end of chain.
11., 12. Chæeoceras dichaeta, side view. × 250.
13. Bacteriastrum varians. × 250.
14. Skeletonema costatum. × 600.
15. Striatella unipunctata. × 350.
16. Licmophora lingbyei. × 350.
17. Nitschia (Bacillaria) paradoxa. × 400.
18. Nitschia closterium. × 300.
19. Nitschia longissima.
20. Rhabdonema sp.
21. Paralia sulcata.
22. Synedra (Thalassiothrix) nitschioides. × 350.
23. Actinocyclus Ralfssi. × 250.
24. Tabellaria sp.

PLATE III.

FIG. 1. Trochisia brachiolata. × 400
2. Trochisia Clevei. × 300
3. Trochisia dictyon. × 300
4. Undetermined organism, similar to Hensen's 'Sternenhaar-statoblast.'
5. Hexasterias problematica. × 450
6. Hexasterias spina-trifida. × 300
7. Halosphæra viridis. × 150
7a. One of the swarmspores.
8. Distephanus speculum. × 1000
9. Ebria tripartita. × 750
10a, b, c and d. Eutreptia sp. growing in old boat at Canso, from side. × 1250, 10*a* from mouth, 10*b* to show pyrenoid, 10*c* development in cyst.
11. Chrysomonad.

PLATE IV.

Fig. 1. Globigerina sp.
2. Discorbina sp.
3. Spirillina sp.
4. Acanthonia echinoides.
5. Acanthostaurus pallidus.
6. Plagiacantha arachnoides.
7. Diagram of ciliation of a Tintinnid after Lang.
8. Tintinnus acuminatus. × 175
9. Tintinnus obliquus. × 350
10. Amphorella subulata.
11. Codonella ventricosa. × 600
12. Tintinnopsis campanula. × 250
13. Tintinnopsis beroidea. × 600
14. Tintinnopsis davidoffi. × 200
15. Tintinnopsis davidoffi var:
16. Tintinnopsis davidoffi var cylindrica.
17. Tintinnopsis lobiancoi.
18. Cyttarocylis denticulata gigantea. × 125
19. Ptychocylis urnula. × 250

PLATE V.

Fig. 1. Pluteus of Strongylocentrotus droebachiensis.
2. Pluteus of Ophioglypha.
3. Bipinnaria of Asterias vulgaris.
4. Canu's Trematode egg ?
5. Tomopteris Mariana.
6. Polygordius larva.
7. Mitraria larva.
8.}
9.} Annelid larva (Nerine sp.) within egg-membrane.
10. Provisional setæ of larva.
11. Another allied larva.
12. Cyphonautes larva.
13. Sagitta sp.
14. Shell of Pteropod larva ?

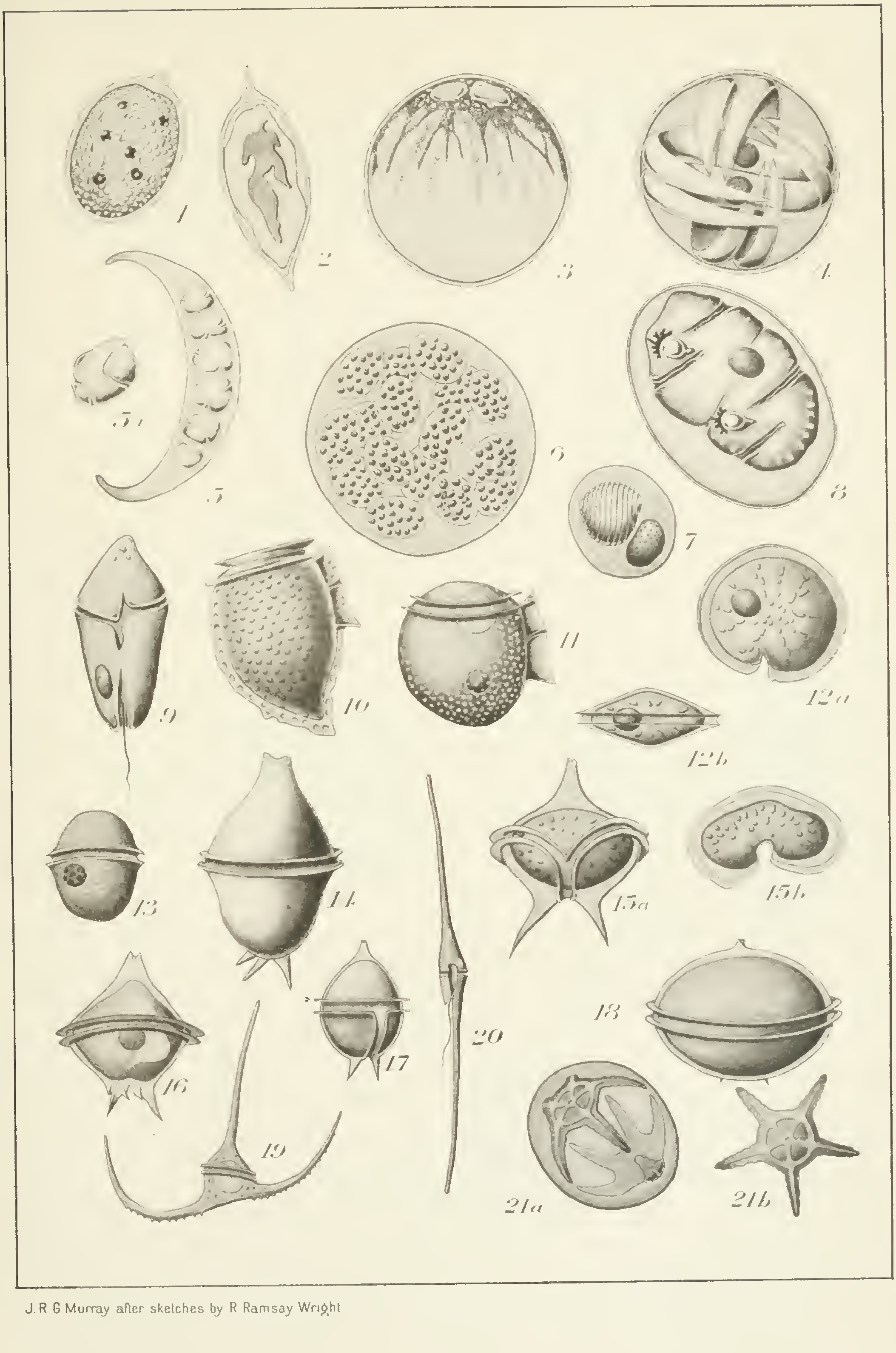
PLATE VI.

Fig. 1. Podon intermedius.
2. Sculpture of shell of P. polyphemoides?
3. Evadne spinifera.
4. Calanus finmarchicus, after Giesbrecht.
5. Pseudocalanus elongatus.
6. Centropages hamatus.
7. Temora longicornis.
8. Oithona plumifera.
9. Tortanus discaudatus.
10. Abdomen of Tortanus fem. with spermatophore attached to furca.
11. Part of grasping antenna of Tortanus.
12. Microsetella atlantica.
13. Harpacticus chelifer.
14. Euthemisto compressa.

PLATE VII.

FIG. 1. Undetermined pelagic gastropod egg.
2. Undetermined pelagic gastropod egg.
3. Contained larva with shell.
4. Undetermined pelagic egg.
5. Structure of flange of same.
6. Contained larva.
7. Larva of Eolis despecta.
8. Larva of Clione aurantiaca. × 30.
9. } Larval shell of Hyalaeaceæ. × 150.
10. }
11. Fritillaria borealis.
12. Oikopleura dioica.
13. Oikopleura dioica, the tail with subchordal cells.

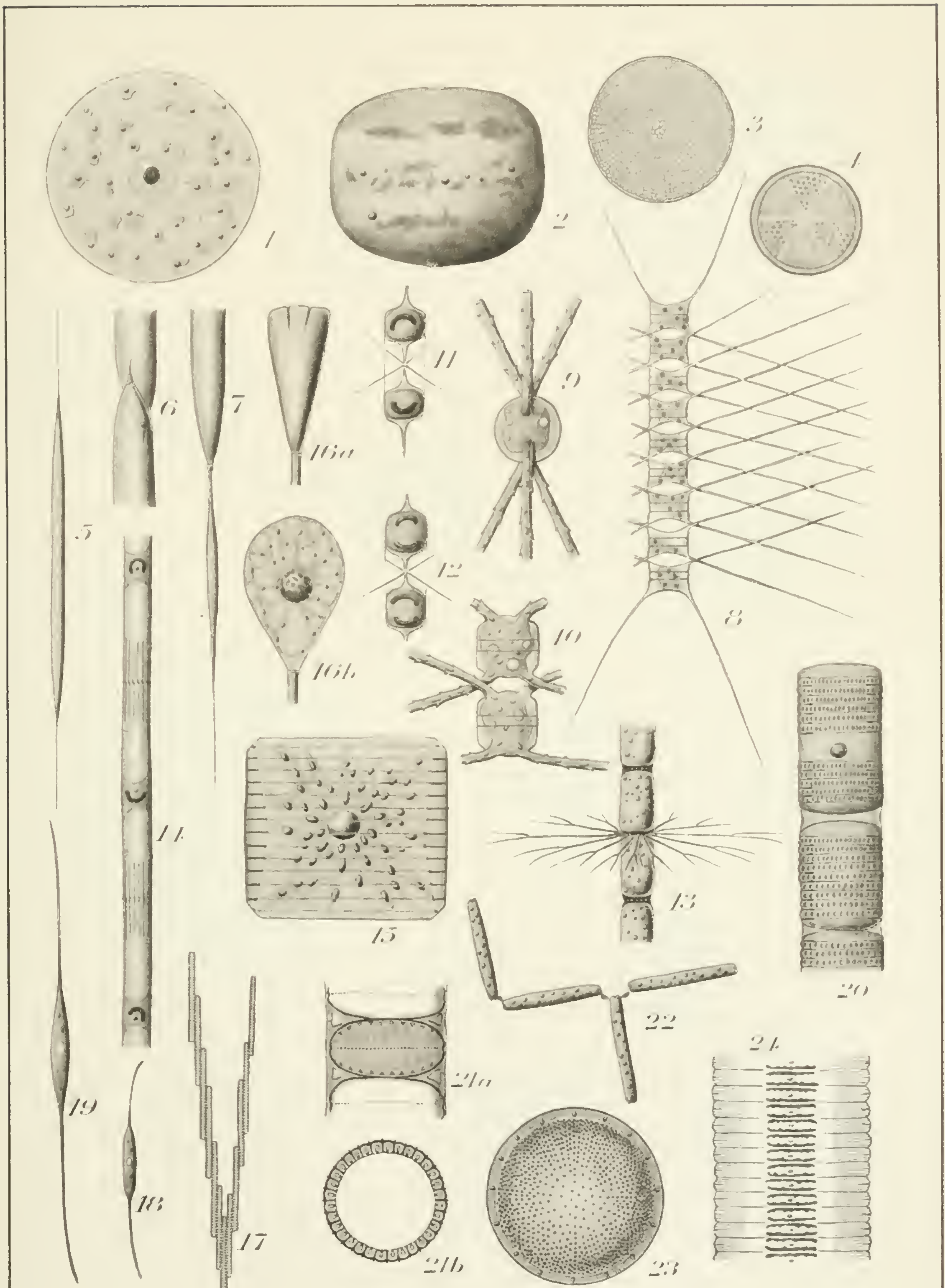
PLATE I



J. R G Murray after sketches by R Ramsay Wright

Marine Biological Station, Canada.

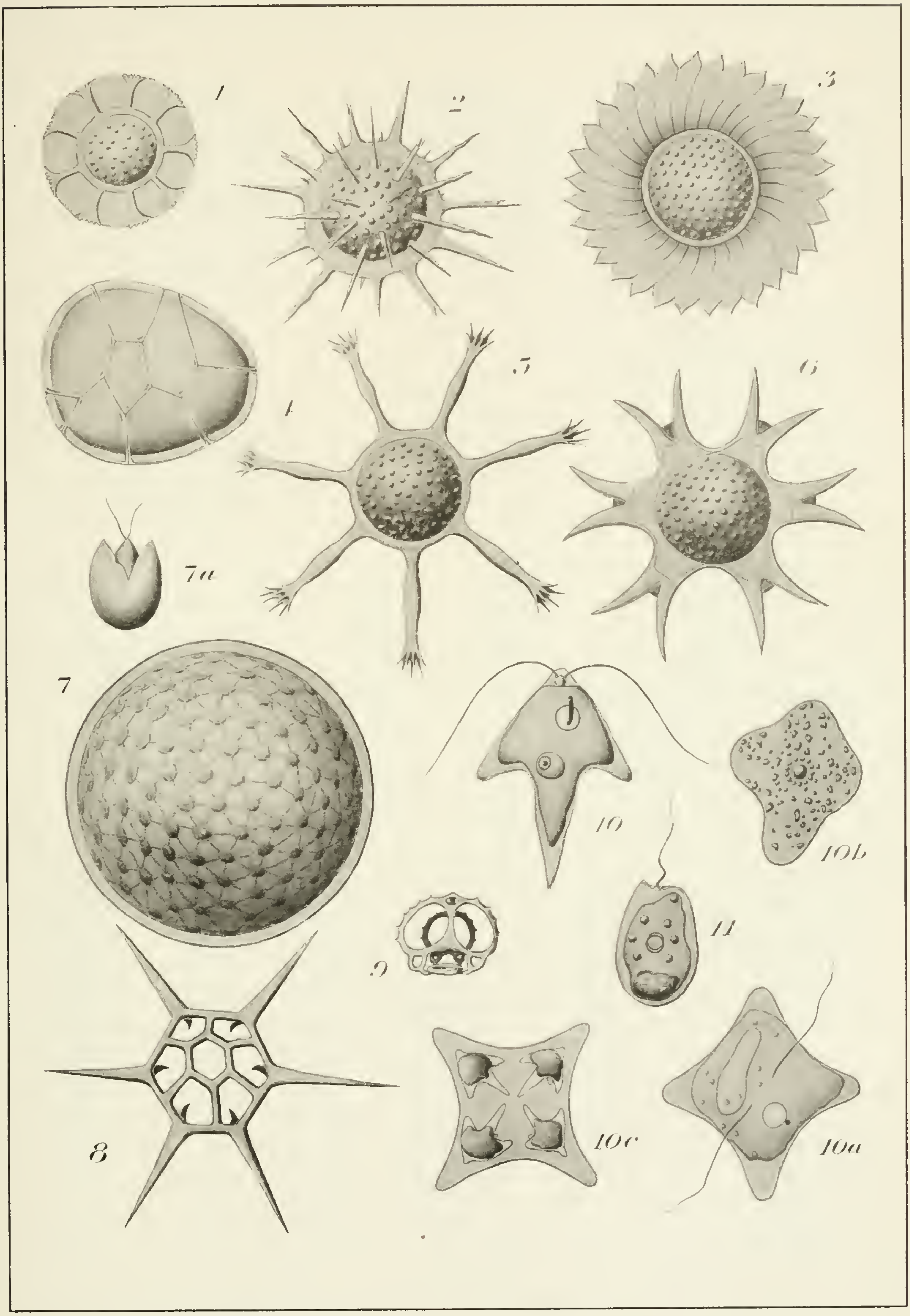
PLATE II



J R G Murray after sketches by R Ramsay Wright

Marine Biological Station, Canada.

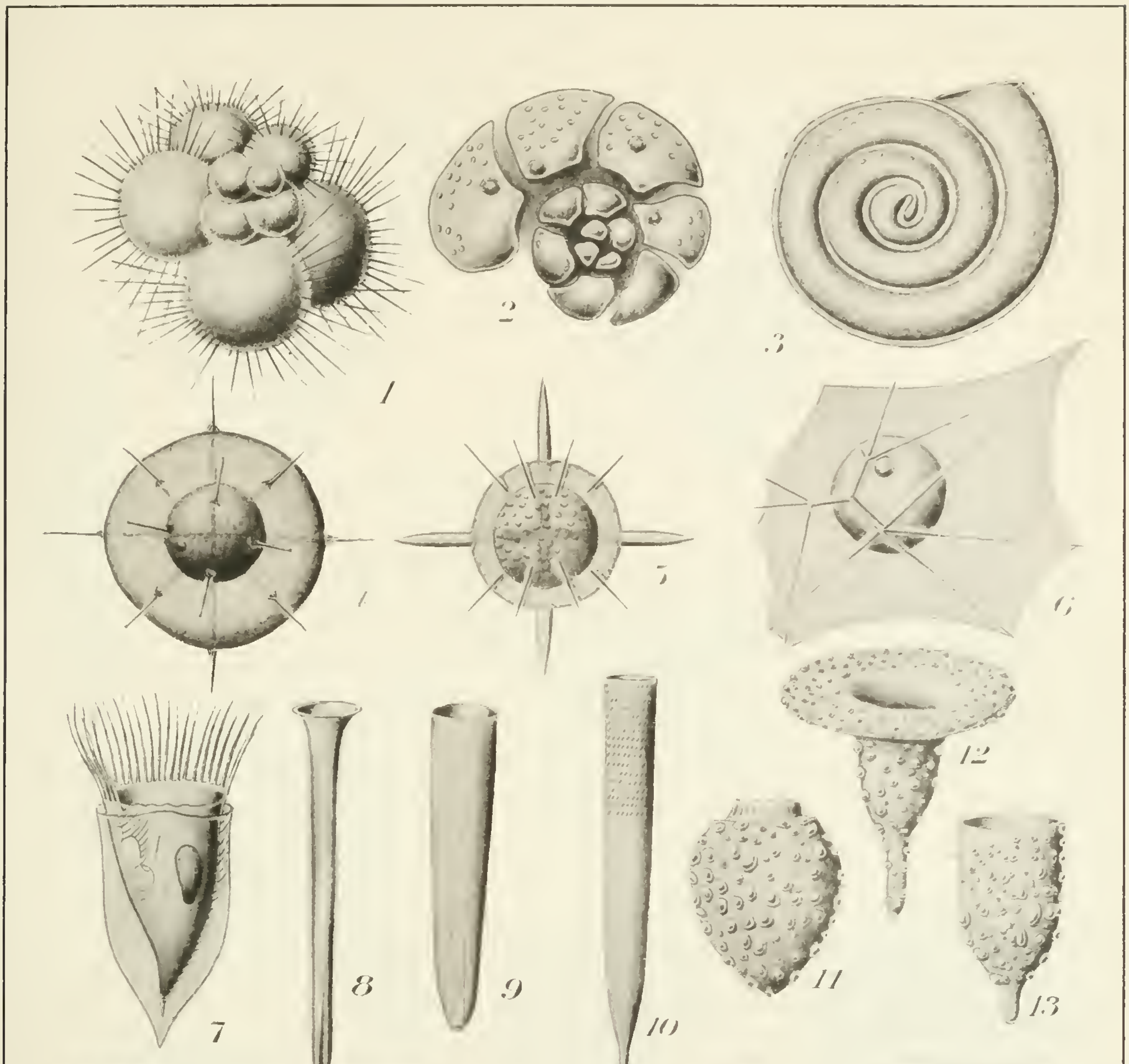
PLATE III.



J. R. G Murray after sketches by R Ramsay Wright.

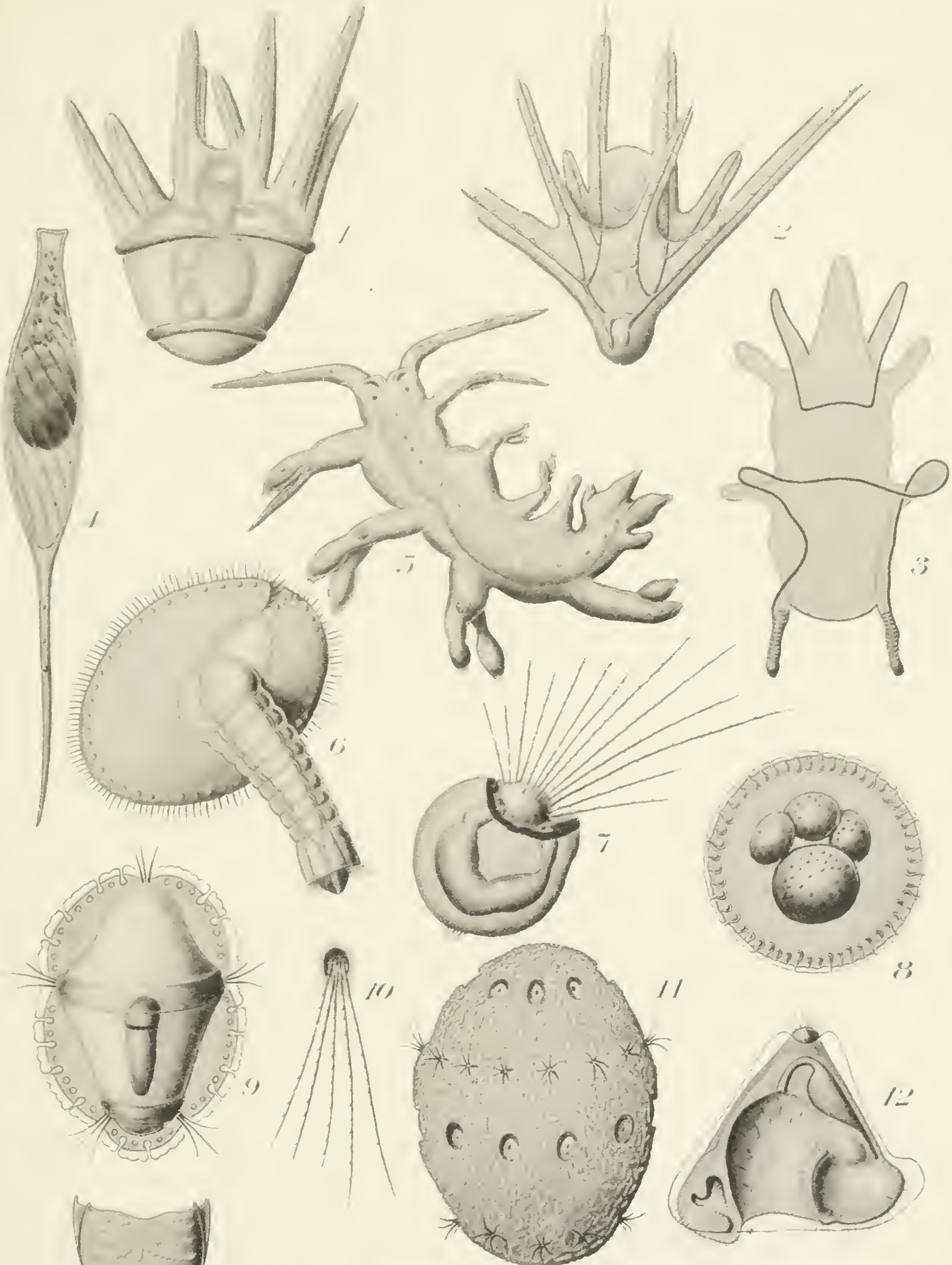
Marine Biological Station, Canada.

PLATE IV.

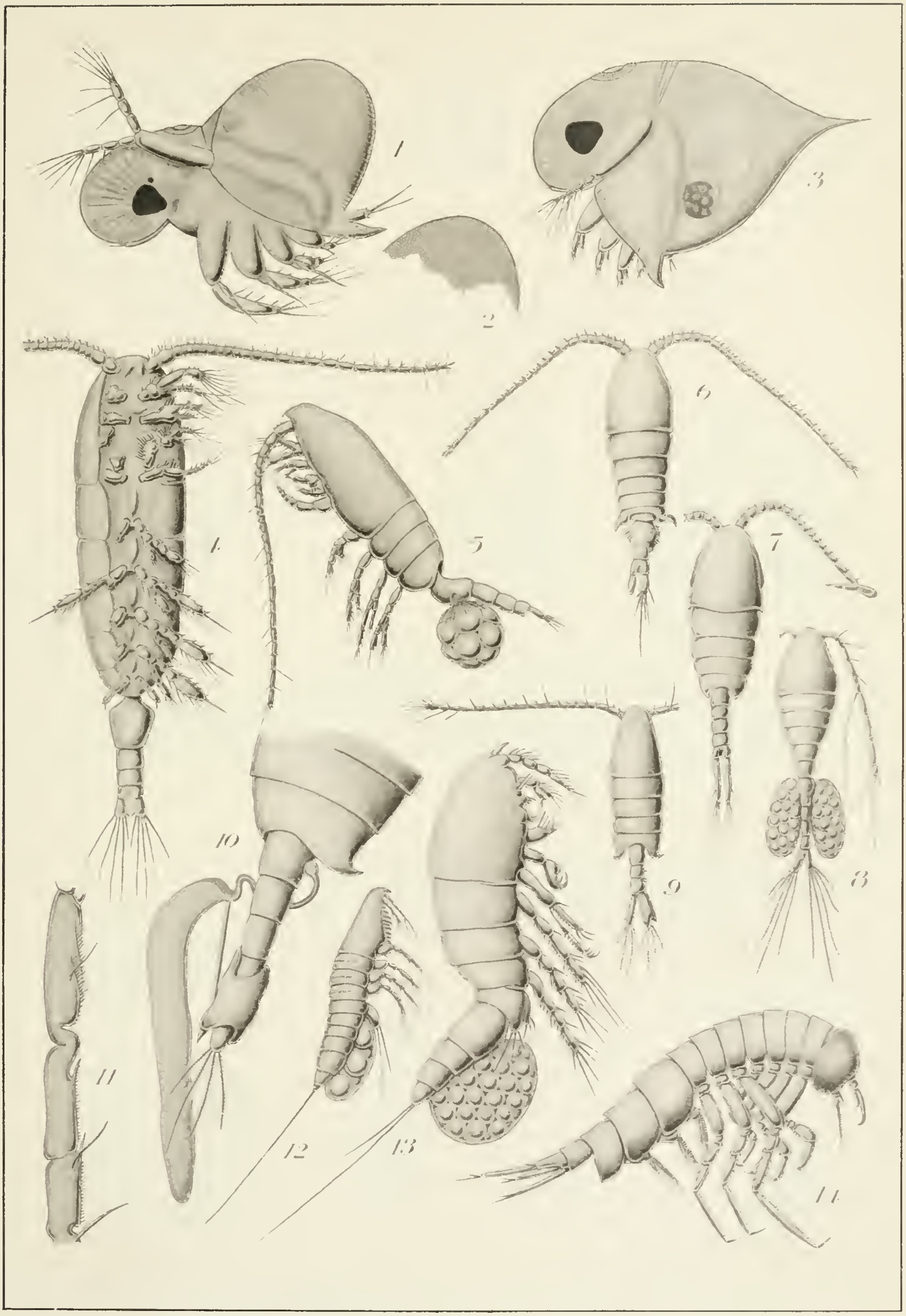


J. R. G Murray after sketches by R Ramsay Wright.

PLATE V.

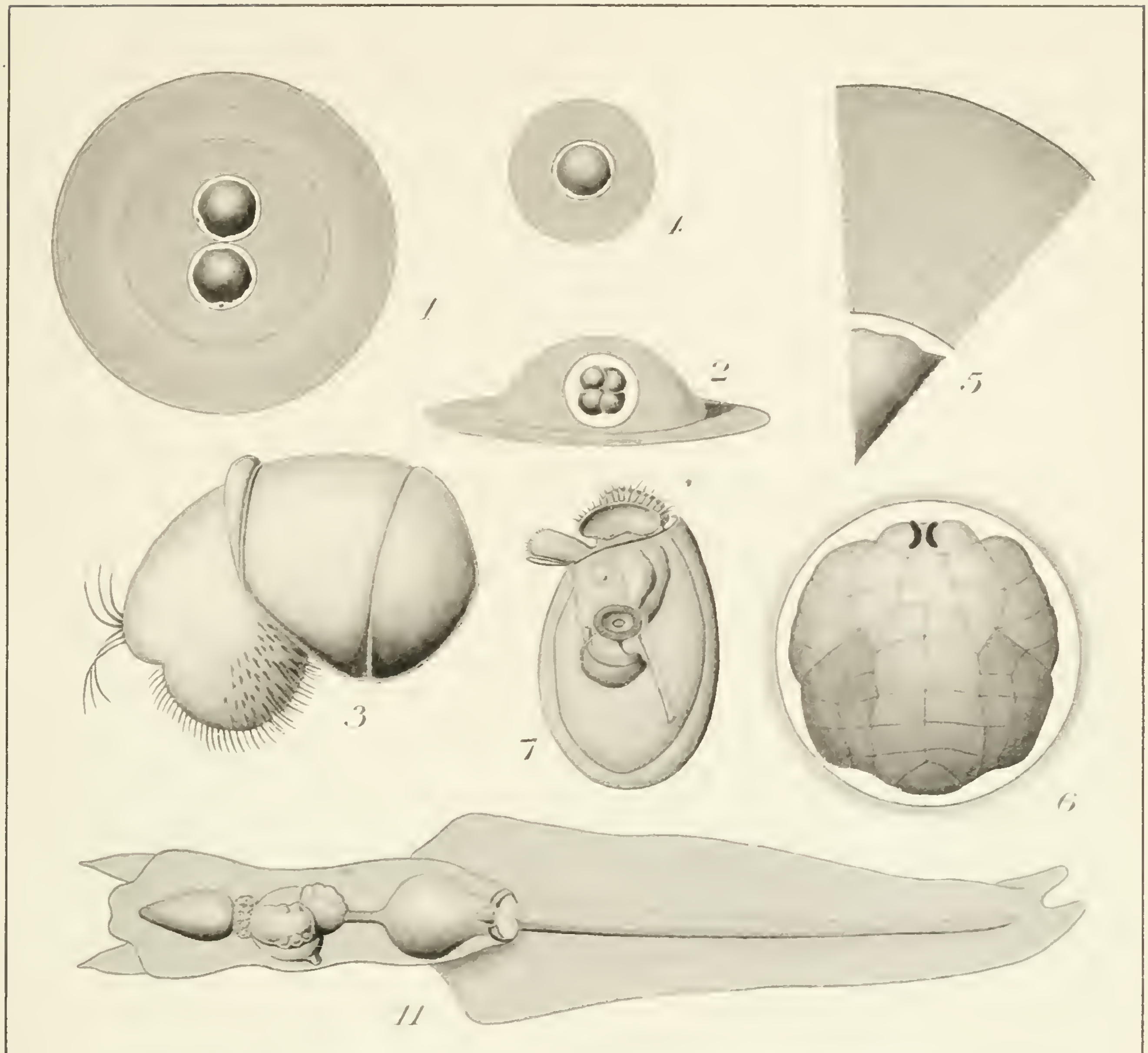


J. R G Murray after sketches by R Ramsay Wright.



J R G Murray after sketches by R. Ramsay Wright.

PLATE VII



J R G Murray after sketches by R Ramsay Wright.

II

THE EFFECTS OF DYNAMITE EXPLOSIONS ON FISH LIFE.

A PRELIMINARY REPORT BY PROFESSOR A. P. KNIGHT, M.A., M.D.,
QUEEN'S UNIVERSITY, KINGSTON, ONT.

In issuing his announcement of the opening of the Dominion Biological Station for the season of 1901, the director, Professor Prince, suggested that some experiments should be undertaken 'on the wastefulness or otherwise of fishing with dynamite.' It was subsequently arranged that this should be my work for the summer, and the requisite permission to use dynamite having been obtained from the Ontario Fishery Department, Toronto, and from the Department of Marine and Fisheries, at Ottawa, experiments were begun the first week of July, 1901.

ACKNOWLEDGEMENTS.

Before beginning this report, I must acknowledge indebtedness to E. Abbot Johnson, Esq., L'Orignal, Ont., for hospitality and assistance, in carrying out experiments on the Ottawa river. Also, to my colleague, Dr. J. C. Connell, for the use of his launch in carrying on the experiments in Kingston harbour, and similar indebtedness to the Messrs. Whitman Bros., for extensive use of the tug 'Vulcan' off Canso harbour. It would have been impossible to carry out this investigation without the assistance given by these gentlemen.

DYNAMITE.

The dynamite used was the variety known as dualin and has the following composition:—

Nitroglycerine	40 parts.
Fine sawdust or wood flour	30 "
Potassium nitrate	20 "

It is usually sold in cylindrical sticks, or cartridges, of two sizes, one being six, the other eight inches long, and about 1¼ inches in diameter. The cartridges are encased in oiled paper, and done up in five pound packages. Each package contains 6 small cartridges, and 14 large ones, and costs about $2; that is, a little over 8 cents per cartridge for the small ones, and about 10 cents for the large. Fuse costs 75 cents per hundred feet, and caps or detonators about 75 cents per hundred.

The dynamite used at Canso was that manufactured by the Acadia Powder Company, Halifax; that used on Lake Ontario was obtained gratis from the Ontario Powder Company, at their head office, Kingston, and Mr. Smith, the general manager, kindly instructed me how to use the explosive, and furnished me with a copy of the pamphlet, which they send out to their customers. The following are extracts from it, so far as they have a bearing upon my work:—

INSTRUCTIONS.

'Dynamite, when properly used, is perfectly safe, but like all compounds of nitro-glycerine, must be handled with care and judgment. Although it will explode, if roasted up to a high temperature, it burns quietly if set fire to. In order to cause the explosion in practical use, therefore, it must be fired by means of an ordinary 'Detonator' with fuse, or by 'Electric Detonators' with a battery.

'For the former, cut off a piece of fuse to a proper length, straight across, shake all the sawdust out of the detonator, and push the fuse into it gently, nearly as far as it will go, and close the edges of the cap down on to the fuse. Then, if to be used under water, cover edges of cap with soap, grease, tar, or a similar substance, to keep charge inside of cap dry.

'Now, with a small punch, like a pointed lead-pencil, make a hole through the paper in the end of a cartridge of dynamite, as deep as the length of the detonator. If cap has been properly fastened to the fuse, the punched-in edges of the paper after cap is inserted will prevent its being pulled out, in lowering into the drill hole.

'CAUTIONS.

'Dynamite freezes at 42° Fahrenheit, and when frozen it is almost impossible to explode by cap, although it is more sensitive to rough handling. In cold weather, therefore, care should be taken to thaw it until it becomes soft. It is dangerous to do this before a fire. The proper method is to thaw the cartridge by means of a 'Thawing Box,' such as we make and sell at cost, or to keep them in a warm room for several hours before using, and to carry them to the work in a sack, wrapped up in a way to prevent chilling before using, as dynamite at the freezing point, is more sensitive to handling than at either a higher or lower temperature.'

All the explosions at the seaside, and half of these at Kingston, were made by means of a fuse and detonator. Some difficulty was at first experienced in producing explosions at depths greater than ten or fifteen fathoms, but by closing the detonators very firmly round the end of the fuse, covering the joint carefully with common soap, and sinking the detonator well into the dynamite, we succeeded in getting explosions in water as deep as 50 fathoms. When these precautions were not taken, the increased pressure at the greater depths forced water into the caps and prevented the fulminate of mercury from exploding. The difficulty in getting explosions along the Ottawa river was due to the fact that the fuse was not water tight.

In water from 18 to 25 feet deep, no sinker were attached to the cartridges; but in 30 to 50 fathoms, stones or old pieces of iron were used to sink the dynamite as quickly as possible.

LAKE ONTARIO EXPERIMENTS.

The first experiments were made in Kingston harbour, in water about 18 feet deep. Two cartridges were used, the detonation striking our boat like a huge sledge hammer. It stirred up a great deal of mud, and discoloured the water to a radius of 6 or 8 feet, gradually widening to 30 or 40 feet. At first we thought that no fish had been killed, but after waiting for about two minutes they began coming to the surface, and inside of 15 or 20 minutes, 130 perch and 1 small black bass had been lifted into the boat. About three dozen more were left floating: all were not dead; some appeared to be only stunned.

Post-mortem examination of a large number of these fish all showed similar effects: great capillary hæmorrhage from branches of the mesenteric arteries, congestion of the liver and spleen, and invariably rupture of the swim bladder. Portions of the intestines were usually forced dorsally into the cavity of the swim bladder, where, of course, there was also much blood. In rare cases, there was rupture of the venous sinuses feeding the auricles.

VARIATIONS IN DESTRUCTIVENESS.

The first explosion and its results were typical of all the work done last summer. Of course the results were not constant, for obvious reasons. The destructiveness of the explosive varied according to easily recognizable conditions. It varied with (*a*) the charge of dynamite used, (*b*) with the depth of the water, (*c*) with the number of fish present in the neighbourhood of the explosion, (*d*) with their distance away, and (*e*) with the kind of fish.

That the destructiveness varies with the weight of dynamite exploded, needs no demonstration. This is probably true of all explosives. Many different charges were used, usually varying from one cartridge up to eight. The larger charges did not always result in bringing up the larger number of fish. The number killed depended more upon the number of fish in the neighbourhood than upon any other condition. For example, a charge of 1½ lbs. exploded in the Kingston harbour, west of Garden Island, did not bring up a solitary fish, while one cartridge of ¼ lb. weight in St. John harbour, New Brunswick, killed over 800 fish.

The depth of the water was another important condition affecting the destructiveness of dynamite. Explosions were effected at depths varying from 1½ to 300 feet. It produced little, if any, destruction of fish life at shallow depths, say, less than 10 to 12 feet. The reason of this probably is, that at slight depths, the pressure resulting from the explosion is not sufficiently great to rupture the swim bladder. One blast at 18 inches under the surface, sent up a column of water about 100 feet high; another blast about 3 feet below the surface sent up a narrow column about 60 or 70 feet high. In neither case were fish killed, though some must have been present. At 10 or 12 feet below the surface, the explosion lifted a broad cone or mound of water 6 or 8 feet high. At increasing depths, the surface disturbance became less and less marked, until at 45 fathoms or thereabouts, the only evidence of the explosion, after the noise and the tremendous blow on the bottom of the boat, was the appearance of a vast number of small bubbles of gas covering a diameter of from 40 to 60 feet. There was no upheaval of water. Evidently the large volume of gas generated at these depths is, on its way towards the surface, broken up into a large number of distinct bubbles, which separate as they ascend.

As regards explosions at increasing depths, a few of our results may be tabulated as follows:—

No. Expt.	Wt. of Dynamite. Lb.	Depth of Water, in feet.	Depth of Cartridge, in feet.	No. of Fish Killed.
1	⅛	12	12	0
2	1½	14	12	0
3	½	10	10	0
4	¼	26	18	300
5	¼	25	18	160
6	⅜	24	18	35

It is difficult to say whether in Nos. 1, 2, and 3 there were no fish present, or the pressure was insufficient to kill them. The probable explanation of the difference between the number killed in No. 4, as compared with those in No. 5, is that many more fish were present in the vicinity in the former case than in the latter.

No. 6 illustrates another variation in the effects of a dynamite explosion. In this instance not a single fish came up where the explosion occurred. About 30 yards away, seven or eight sunfish were killed outright—not a movement in one of them when picked up. A few moments later, a batch of perch and a few rock bass were seen coming to the surface about 60 yards away. Clearly, therefore, the number of fish killed varies directly with the number present, and varies also with their distance away from the site of the explosion.

Lastly the number killed depends upon the kinds of fish. Those with a thin, delicate texture of the swim bladder are more easily killed than fish possessing a thick, tough membrane. Pollock were very easily killed for this reason; cunner, very difficult.

Stated mathematically, the energy of the exploding dynamite varies directly with the amount exploded, and diminishes with the distance away, according to an undetermined law, which probably depends upon the relative position of the exploding charge to the bounding water surfaces, upon the nature of the bottom, and possibly also upon conformation. So far as fish are concerned its effects upon them were found to vary (*a*) with the numbers near the site of explosion, (*b*) apparently with their depth beneath the surface, and (*c*) with the strength of their tissues, especially the walls of the swim bladder, and the sensitiveness of the nervous system, though this last was difficult to demonstrate.

CAUSE OF DEATH.

As already indicated, the immediate cause of death is rupture of the swim bladder, and internal haemorrhage. The rupture is evidently due to pressure. When an explosion occurs, there is a sudden liberation of gas tending to produce compression of the water at the site of the explosion The wave of compression travels outwards in all directions—upwards, downwards and sideways. The direction of least resistance is, of course, always towards the surface of the water—hence the upheaval which follows an explosion. Quite frequently we found three other marked injuries, especially in large fish like pollock. Often in these the liver was compressed into fragments, the ribs were detached from the vertebrae along the whole length, and the flesh (temporal muscle) over the skull, after the skin had been cut, could be raised from the surface of the bone, leaving it as smooth and clean as a piece of polished ivory. Here again, the cause of the dislocation of these structures was pressure. The fish is veritably flattened between the compression wave of the explosion on the one side, and the unyielding water on the other; the ribs are torn from their attachments, the liver crushed to pieces and forced backwards into the extra-peritoneal cavity, and the flesh raised clean off the flat bones of the head. The surgeon sometimes meets with a similar experience in accidents due to crushing.

No external marks or injuries were visible on any of the fish, in either fresh or salt water.

SINKING FISH.

Very early in the investigation it became evident that besides those fish which came to the surface and floated, a number were merely stunned, and subsequently escaped, or were killed outright and sank to the bottom. This was important. The destructiveness of dynamite took on a wider aspect than that of merely counting the slain. The wounded and missing had, if possible, to be accounted for. If one could put off a blast in a large pond, count those killed at the surface, drain the pond dry, and then count the living and dead lying on the bottom, the investigation could soon be closed; but this was not the way in which the problem was presented. Accordingly other methods of investigation had to be planned. A simple method, and one likely to throw some light upon these points, was to use the water telescope. This was done in some of the narrow channels off Canso. Cunner abound in the shallow waters along these shores and between the islands, and after some expert knowledge had been gained by using, first a stove pipe and then an old eaves pipe for an aquatic telescope, we put off a blast, and counted our 'spoil.' Twenty-five dead floated belly up: that was one fact, or collection of facts, if you please. Then by the persevering use of our improvised telescope, one observer counted seven, and another of our party counted eleven dead cunner lying on the bottom. We recovered two of these. Port-mortem examination failed to show particularly why they had sunk. There was great visceral congestion, and profuse hæmorrhage. In one, the swim bladder was much torn, while in the other, the rupture was so small that no air could be found escaping, except when the whole animal was placed under water and the swim bladder compressed. The smaller animals generally floated; the larger ones sank.

These results were, however, not satisfactory. In shallow water, explosions always stirred up the mud, and our crude telescope was useless. We determined, therefore, to make a tremendous 'slaughter of the innocents,' and with this end in view selected a small bay, nearly west of Grassy island, and there, set off the largest blast of dynamite which was used during the season—ten cartridges. The noise was loud enough to have awakened the spectral inhabitants of the old French island. There was a tremendous upheaval of water and mud, and in ten minutes wind and tide had spread the dirty water all over the little bay. Twenty-eight dead came to the surface. On returning next morning, we could find only three dead fish lying on the bottom, near where this explosion had occurred; that is, less than ten per cent had sunk in this experiment; in the previous one about thirty per cent.

The next attempt that was made to throw fresh light on this important point was in St. John harbour, New Brunswick. As a preliminary to the real test, a visit was made to one of the salmon weirs at low water. In one compartment of the weir were found two full-grown salmon, one 'fiddler' (small salmon), and ten or twelve adult gaspereau. The time was noon of August 10th. That evening, of course, there was a full tide, and next morning another, so that there were these two chances for additional fish to join their fellows in the weir. At 8.30 next morning, the weir was visited in company with the two fishermen who owned it, and one cartridge was exploded in the compartment which we had previously examined. The two salmon at once floated to the top, also six or eight gaspereau. But the deadly effect of the explosive was brought out in another, and rather unexpected way. Almost simultaneously with the occurrence of the explosion, an immense number of young gaspereau leaped from the water, and then fell back almost motionless upon the surface. They varied in size from 2½ to 5 inches in length. They came partly from inside the weir, but chiefly outside the inclosure, stretching away up towards the city. Evidently a school of these young fish was making its way up into the harbour, or they were leaving it. We counted over 800 of them being driven away by the wind and tide, and estimated that as many of them sank as floated; but this was, of course, mere guess-work.

After rowing along the path of these floating fish for half an hour, we returned to the weir, and awaited the falling of the tide. The tide in this harbour goes out so far that the floors of many of the weirs are left almost dry. We had no difficulty, therefore, in determining the exact number of fish which sank. There they were, 27 gaspereau varying from 7 to 12 inches in length, lying dead on the bottom; 7 others somewhat larger on the average were swimming around in the scanty water remaining in the weir, and in company with these, 2 lively dog-fish which seemed to know perfectly well that they were in a trap. Here were the results which we had been looking for—8 or 10 killed and floating, 27 killed and sunk, and 9 alive. If the dynamite killed the young gaspereau in the same proportions outside the weir, as inside, then 2,500 of them lay dead at the bottom of the harbour in addition to the 800 which we had counted at the surface.

CAUSE OF FLOATING.

Nearly all the fish floated belly up; the sunfish lay more upon their side; lake trout on their back, but with the tail end deep in the water and head above it. Rupture of the swim bladder and escape of its gas ventrally so as to displace the centre of gravity, was probably the cause of the fish floating on their back. But a physiologist can scarcely escape the conviction that the nervous mechanism for the maintenance of equilibrium must have been paralyzed in all of them. Fish which die in water from other causes than concussion, say, from suffocation or from poison, lose their power of maintaining the vertical position, and in these cases they lie on their back because of muscular (i.e., nervous) inability to balance themselves.

WOULD IT PAY.

An attempt was made to see whether a large catch of fish could be obtained in the open sea by means of dynamite. The fishermen at Grand Manan were said to have made it pay during the summer of 1900, and better still in 1901. At any rate, a young seaman whose acquaintance I made through Mr. C. H. Whitman at Canso, claimed to have used dynamite at Grand Manan during June and most of July, 1901. He said that 'whereas only half a dozen vessels had used dynamite in 1900, there were about 90 using it in 1901. It was exceedingly effective with pollock, when they were plentiful and following the red shrimp. They used only one stick of dynamite and exploded it by a detonator and fuse two or three inches long. The men lighted the short fuse with a match or the burning tobacco of their pipes, and then threw the cartridge into the sea from the boat. They judged that the explosion took place about six feet below the surface, but could not say exactly to what depth the cartridge sank before exploding. Hundreds of pollock were killed by one explosion. He was of the opinion that from one-half to one-third of the fish sank and were lost. Other fish were killed besides the pollock. When the shrimps are all eaten up or disappear, the pollock begin feeding upon herring and squid, and consequently separate widely from each other. Under these circumstances, it was not found profitable round Grand Manan to continue the practice—too few being killed to pay for the dynamite and the men's time in collecting the scattered fish. Asked upon what grounds he had formed the opinion that from one-half to one-third sank, he answered that he had come to that conclusion on two grounds: first, by watching the fish sinking after an explosion; and secondly, because on one occasion at Digby inlet he had seen a blast put off beside the wharf in order to kill pollock. After the tide went out they counted as many dead fish on the bottom as they had collected at the surface.'

Such was the substance of the man's story. It remained for us to see how far our experience would confirm his. At the outset, let it be said that although there were six men on board the *Vulcan,* two being experienced fishermen, and all watching eagerly for results, it was generally agreed that it was impossible (by merely watching the surface) to form an opinion as to the number of fish that sank, as compared with the number which floated. We all saw one or two fish sink after some of the explosions, but not one of us from our own observations could confirm the young fisherman's opinion that one-half or one-third sank.

Our experience in St. John harbour compared with his in Digby inlet, showed that three times as many lay dead on the bottom, but they were not pollock.

As regards our experiments in the open sea, the following were typical:—

EXPERIMENT No. 1.

Dynamite, No. of sticks		2
Depth of water, in fathoms		7
Depth of dynamite down in water, fathoms		2
No. of fish killed	pollock	20

One or two fish were observed to sink and not come to the surface again.

EXPERIMENT No. 2.

Dynamite, No. of sticks		4
Depth of water, in fathoms		7
Depth of dynamite down in water, fathoms		2
No. of fish killed	cod	2

Experiment No. 3.

Dynamite, No. of sticks		2
Depth of water, in fathoms		45
Depth of dynamite down in water, fathoms		3
No. of fish killed	pollock	7

Experiment No. 4.

Dynamite, No. of sticks		4
Depth of water, in fathoms		45
Depth of dynamite down in water, fathoms		3
No. of fish killed	pollock	1

In experiments 3 and 4 the pollock were schooling all around the boat, evidently chasing squid, which could easily be seen in the water. The eight fish taken in experiments 3 and 4 were all very large specimens. It was hoped that as the explosions took place among considerable numbers of fish, a large 'catch' would be obtained, but such was not the case.

Experiment No. 5.

Dynamite, No. of sticks		2
Depth of water, in fathoms		30
Depth of dynamite down in water, fathoms		Unknown.
No. of fish killed	pollock	8

In this case the dynamite was simply dropped into the sea, but in most of the experiments it was lowered a fixed distance by line.

Experiment No. 6.

Dynamite, No. of sticks		2
Depth of water, in fathoms		30
Depth of dynamite down in water, fathoms		30
No. of fish killed		0

The dynamite was attached to a heavy piece of iron and the explosion took place at the bottom. There was no upheaval of water. The bubbles of gas, already alluded to, came to the surface very quietly, and had to be closely watched for, in order to be seen at all. This was characteristic of all the deep explosions.

Experiment No. 7.

Dynamite, No. of sticks		2
Depth of water, in fathoms		40
Depth of dynamite down in water, fathoms		Unknown.
No. of fish killed	pollock	5

In this experiment it was at first supposed that no fish had been killed; but between fifteen and twenty minutes after the explosion, one fish was picked up; five minutes later a second fish; a few minutes afterwards three more fish. They all exhibited the same peculiarity, viz., that they made repeated and successful attempts to descend into the water, but, within a few seconds they were compelled to come again to the surface.

Experiment No. 8.

Dynamite, No. of sticks	2
Depth of water, in fathoms	30
Depth of dynamite down in water, fathoms	30
No. of fish killed	pollock 1

This fish came up fifteen or twenty minutes after the explosion.

Experiment No. 9.

Dynamite, No. of sticks	2
Depth of water, in fathoms	30
Depth of dynamite down in water, fathoms	Unknown.
No. of fish killed	pollock 2

Experiment No. 10.

Dynamite, No. of sticks	2
Depth of water, in fathoms	30
Depth of dynamite down in water, fathoms	Unknown.
No. of fish killed	0

Experiment No. 11.

Dynamite, No. of sticks	2
Depth of water, in fathoms	30
Depth of dynamite down in water, fathoms	Unknown.
No. of fish killed	0

In 9 the two pollock came to the surface ten or twelve minutes after the explosion.

Judging from our experience on the *Vulcan,* dynamite fishing cannot be made a commercial success out on the open sea. A few cunner were generally killed, but having no market value, were not counted in our results. We saw no young fish come to the surface during the whole day. Nor could it be said in our experience that pollock were frightened away. After the first day we were out on the bay, we heard that the owners of the small fishing boats were protesting against our operations, as likely to frighten away the fish from their usual haunts. But their fears were groundless, because two days afterwards the pollock were back again in greater numbers than before, and notwithstanding continued experiments on our part, the very best harvest of the season was reaped after our experiments had been concluded. Fishing folk, like other people, often cry before they are hurt.

LOBSTER EXPERIMENTS.

The young seaman already referred to, told a doleful tale of a poor lobster fisherman, who suffered a heavy loss through the explosion of a single stick of dynamite. The fisherman had saved up his catches of lobster by confining them in a pound, in anticipation of a rising market. The pound is a cubical box made of wooden slats, just close enough together to prevent the escape of the lobsters. The box is usually anchored out a short distance from shore, and as the water enters freely through the slats, the lobsters get enough aërated water to live on, if there are not too many of them, and if there is enough of a breeze blowing to create a current in the water. The young seaman's story is that when the lobster fisherman had accumulated about 500 animals in his pound, some mischievous or ignorant person put off a dynamite blast about 150 or 200 yards away, and killed every lobster. As he first told the tale, the lobster pound was 500 yards away, but on cross-examination he was compelled to reduce the distance.

To test the accuracy of this story, six lobsters were obtained from a local fisherman. They were secured on the plea that the biologists required them for scientific purposes. The open season was over, and many of the lobster pots were lying high and dry along the shores, but on sailing out to the sand bar, or to Bass rock, it was easy to see that some of the fishermen were using lobster traps for 'scientific' purposes as well as ourselves.

The first experiment consisted in putting off a blast of 3 large sticks of dynamite at a distance of 80 feet from a trap containing 2 lobsters, and at a distance of 40 feet from a small lobster that was tethered by a piece of twine. The explosion produced no effect whatever upon any of the lobsters.

In the second experiment 2 large sticks of dynamite were exploded at a distance of 20 feet from the small lobster. The animal was uninjured so far as we could see.

The third experiment consisted in setting off two sticks of dynamite within 10 feet of a medium sized lobster. No result.

Finally, 3 sticks were exploded 15 feet away from a trap which contained 5 lobsters. These animals had all been used in the previous experiments. The explosion overturned the trap, nearly overturned one of the piles on which the wharf was built, but it seemed to have no effect upon the lobsters.

We concluded, therefore, that the 500 lobsters of the sailor's yarn had died—not from the effects of a dynamite explosion, but from suffocation. They had been confined in too small a pound for too great a time, and the explosion was co-incident with the fisherman's discovery of their dying condition.

Further experiments are necessary to determine the effects upon lobsters at considerable depths, ours being at 12 to 15 feet.

ON THE OTTAWA RIVER.

Experiments on the Ottawa river were conducted at only one point, viz., about half a mile below L'Orignal village wharf. Twenty years ago, this point was considered a fine spot for pickerel, but to our amazement we obtained nothing but bullheads and suckers. The villagers and inhabitants generally claimed that the government dam at Carillon prevented the fish from coming up the river as they used to do, and that the better kinds of fish were decreasing in number.

EFFECTS ON MINUTE LIFE.

After several explosions in fresh water and one or two at sea, a small tow-net was drawn over the site of the explosions and the material collected was examined under the microscope the next day. Many living organisms such as copepods, phyllopods, &c., were found, and also dead ones, but it was impossible to determine whether the latter were dead when caught, or had died during the night.

Are fish eggs and larvæ killed by dynamite explosions? Because, if they are, this is one of the strongest objections that can be urged against the practice. Here again surface netting failed to show that the percentage of dead eggs or larvæ was increased to any appreciable extent. As is well known pelagic ova and fry both live near the surface of the sea, and it is difficult to understand how these, or any other tiny organisms could be killed by dynamite explosions any more than by the waves of a big storm. Of course, eggs which are laid on the bottom would certainly be destroyed, if they were near the site of any explosion, but further investigation is necessary on these points.

EFFECTS ON THE NERVOUS SYSTEM..

The brains of a dozen fish, half of them killed by dynamite, and half caught by hook and line, were preserved and subsequently examined under the microscope. Leitz objectives 3 and 6, and ocular 3 being used. On comparison with each other no differences could be observed in their minute structure as a result of their different modes of death. One would expect that there should be differences, but none could be discovered by the methods which were employed.

KILLING OF SEAL.

An interesting result was obtained at St. John, N.B., at the instance of the fishermen. They often lose many salmon, through the depredations of sea-lions or seal. These animals regularly frequent weirs and kill numbers of the imprisoned fish. The fishermen naturally wished to know if seals could be killed by dynamite. Fortunately one of these animals happened to come up the harbour just as our other experiments were concluded. The men rowed out, and a blast of two cartridges was thrown towards the seal just as he dived, forty or fifty feet away. After disappearing under water he must have swam towards the impending explosion. When the tide went out, greatly to the delight of the fishermen, he was found dead sixty or seventy yards away. A deep hollow in the mud marked the site of the blast. Blood was oozing from the eyes, ears and nose of the animal. Evidently he had been killed by fracture of the skull.

CONCLUSIONS.

1. A serious result was clearly brought out in many of the experiments. Large numbers of immature fish were killed. Not one-third of those which came to the surface in fresh water could be sold in the market. Of course, immature fish are killed in other ways. Thousands of young fish perish in weirs all along our coast after every outgoing tide. Fishermen frequently leave them to rot upon the shore. The responsibility for this terrible destruction of immature fish rests in the first place upon the apathy and cupidity of the fishermen, and in the second place upon the Dominion government for allowing the slaughter to continue. Fishermen should be compelled to return immature fish to the sea, because so long as this destruction of young fish is permitted in netting, it is manifestly unfair and inconsistent to prohibit dynamite fishing on the score of its wasteful destruction of immature fish.

2. The second serious objection is the great waste due to the numbers which sink. It would be hardly fair to generalize upon the experiments at Canso and St. John. It is much safer to publish the facts, and the facts are that about one-third of the cunner sink, and that three gaspereau sink for every one that floats. As regards pollock, cod, salmon and other marketable fish, further investigation is necessary if a general conclusion is worth having.

3. Further investigation is necessary also to determine more accurately the effects upon the microscopic life of our inland and marine waters, for such microscopic life is a necessary part of the sustenance of the finny tribes.

KINGSTON, August 9, 1902.

III

ON THE FAUNA OF THE ATLANTIC COAST OF CANADA.

AN INTRODUCTORY REPORT

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The establishment of a marine biological station for Canada offered an opportunity for a zoological survey of our eastern coast waters. Although the task must be a long and arduous one, yet enough has already been done to indicate some interesting features in the Atlantic marine fauna and to show the advisability of continuing its investigation. Before the establishment of the station, thanks to the enthusiasm of certatin zoologists of Canada and of the United States, there had already been published a number of valuable lists of many classes of animals. But with the advantages of a portable laboratory, moving periodically and by successive stages along our coast, and equipped with the more necessary appliances, facilities have been furnished for a fuller systematic survey than was otherwise possible. The development of a marine laboratory must itself be gradual, and in the initial stages of its growth we can not look for the same thoroughness or comprehensiveness of results as in the later stages to which fall the legacies of a more complete outfit for collecting, and improved apparatus for experimenting, together with a more inclusive library and an experienced staff.

The biological station has been in existence since 1899; the first two seasons were spent at St. Andrews, New Brunswick, and the succeeding two at Canso, Nova Scotia.

In the summer of 1899, several weeks before the carpenters had completed the building at St. Andrews, a small but enthusiastic staff of workers commenced researches there. A row-boat or a hired sail-boat was alone available, and much time was lost in reaching the best grounds, indeed it was often out of all proportion to the real time of collecting; but there was the advantage of a rich faunistic district, offering many facilities for collecting from shore.

In 1900 there was built a 22-foot gasoline launch which gave only a few weeks' service and then had to undergo some change of fittings. A small steamer, the *Annie*. of St. Stephen, was hired for about the same length of time, in which longer trips were made. Altogether the work of the staff at St. Andrews occupied seven weeks of the first year, and fourteen weeks of the second.

In the spring of 1901 the laboratory was mounted on a scow, built at St. John, and was towed around the coast by the Dominion fishery cruiser *Curlew* to Canso N.S.. Here, through the liberality of the Messrs. Whitman, one or more of the staff had the advantage of being frequently taken to the local fishing banks on their steamer *Active*, whose crew also often brought back ' curios ' captured by their trawl-hooks. On a few occasions also the same firm kindly gave the use of their tugboat *Vulcan*, and several men, with which to test the 12-foot beam trawl used for experiments.

Upon resuming work at Canso in 1902 the launch was put in order, and, while very useful for short distances, she proved not sufficiently speedy or even safe to venture out to deep water. As the station could not derive much benefit from the *Active*, herself and crew being employed for the greater part of our period of work by the wrecked *Blaamandên*, the staff was so far at a disadvantage. From a consideration of our means of locomotion up to the present, it seems worth while to mention that the first requirement of the station is a vessel large enough and sufficiently seaworthy to carry on work in deeper waters. This has been continually apparent at

Canso, where we could scarcely go any distance from home without being exposed to some danger in the open sea. The coast being bold and rocky yields little to the shore collector and, as a consequence, reliance had to be placed on netting and dredging. But these again we could only perform near shore and for the latter a rocky bottom is unproductive. Rarely has the dredge been used beyond fifty fathoms, and this for two reasons: first, because of our inability to go far out from shore, and second, because of the impossibility of hauling up the dredge by hand from a much greater depth.

Work was conducted at Canso 17 weeks in 1901 and 19 weeks in 1902—in the first of these years for a month before the arrival of the station, in the second, which was the longest term yet spent at the station, from May 1 to September 20. May and part of June were so cold and windy that it was unsafe to venture against the unmanageably rough seas. Hence time was profitably spent in collecting from shore, examining fish brought to the wharfs by steamers and schooners, or working over former collections made at the station.

With these brief references to the areas examined, the time spent in work each season and the means of visiting various localities it is appropriate to mention the methods of collecting. These of course differ according to the nature of the collecting ground and the kinds of animals sought. An excursion along the shore, especially after a storm, yields animals washed up on the beach, some of which, like sponges and jelly-fish, may have been brought long distances. An examination of the sea-weed may prove fruitful in crustacea, snails, worms and the like. With long rubber boots, a pail and a dip-net, one can wade in the water and look for ctenophores, shoals of shrimps and small fish. The turning over of stones between tide marks is most fruitful and reveals numerous species of worms, clams, &c., which may also be procured by digging with a spade into gravelly, sandy, or muddy ground in similar localities. About low-water mark is often to be found a different assemblage of animals, consisting of star-fish, brittle-stars, sea-urchins, sea-cucumbers, &c., and flat stones below the lowest tide-marks may shelter under them sponges, worms, molluscs, echinoderms, tunicates, &c., as well as the eggs and larvæ of many different species. Much can be learned by such procedure, and sometimes one may come upon rare specimens in the most unexpected positions.

With a boat the piles of wharfs, the timbers of piers, the stakes of brush-weirs, the sides of ships below the water-line, may be examined; old lobster pots and such objects, that may have lain for some time in the sea-water, may be hauled up and searched; and the shores of islands reached and investigated. On the way the water is scanned and the dip-net is kept to hand, a large net may be towed behind the boat, or small close-meshed nets may be towed along the surface or weighted to sink to different levels. These catch the small adult forms and larvæ that constitute the food of many fish, and some of the latter may be obtained by hook and line, while others may be secured in shallower water. To procure animals that live on the bottom a dredge, consisting of a quadrangular iron frame with a net attached at one side and a bale at the other, is dragged by a long rope let out behind the boat. The flat jaws of iron scrape off sponges, mollusca, echinoderms, &c., from the rocks which fall into the net behind, or collect shells and stones with hydroids, bryozoa and tunicates attached or mud containing worms and shells. Both the propulsion of the boat and the hauling of the dredge are best performed by machinery, but the smallness of the station's boats prohibits the use of a winch. Generally it has been found more productive to row the boat. Propelled by sail or by the engine the speed is usually sufficient to raise the small dredges off the bottom, but often good catches have been made by simply allowing the boat to drift with the wind or in a surface current. The beam-trawl, already mentioned, consists of a strong beam 12 feet long supported on runners a couple of feet from the ground. Behind is attached a large long-pointed, coarse-meshed net of strong cord. The lower lip of this is strengthened by a rope weighted by small rods of lead, and hangs loosely on the ground into the depressions of which it falls. A rope bale is attached in front, and the whole is dragged by a long rope after a vessel under considerable headway. This covers a greater area than a dredge, and besides collecting many of the same kinds of animals it also picks up larger objects and captures fish—particulary flat fish.

We have hitherto considered only those animals that are to be found on the surface, or that live deeper in the sea, those that feed on the bottom, that burrow in the ocean-bed, or that creep over rocks or seaweeds. There are others that gnaw their way through and destroy the timbers of wharfs and ships, as well as those that creep over the surfaces of larger animals or fix themselves to definite parts of the skin or gills. One step further, and the collector may find animals that have penetrated into the bodies of others and have even become so completely reconciled to their new homes that they could not possibly continue to live if they were set free.

Live animals taken to the laboratory can usually be kept some time by occasionally changing the sea-water. Better results are reached by supplying the small glass aquaria with sea-weeds, gravel, &c. At Canso two coal-oil pumps were worked at the station so that both salt and fresh water were supplied to the laboratory tanks, and when necessary the aquaria could be thus continually replenished with fresh sea-water. In this way many animals, like sea-anemones, could be induced to expand their tentacles and give an opportunity for their study more conveniently than in their natural habitat.

The first location of the station at St. Andrews presented many special advantages. Its southerly sheltered situation implied, close at hand, a rich and varied fauna, while further out deep-water forms were also obtained, in Passamaquoddy bay and the entrance to the Bay of Fundy. Passamaquoddy bay, screened from the great Bay of Fundy by a chain of islands, is a body of water some 15 miles long by 7 broad. The tide rises and falls about 28 feet, making an enormous difference in the appearance of the shore and exerting a vast influence not only upon the habits of many marine animals, but even extending to the inhabitants of the coast. At many places the falling tide exposes this depth of nearly perpendicular rocks, in the crevices and fissures of which may be found numerous species of invertebrate animals. At other places the shore slants more or less gradually, leaving broad areas of rock, gravel, sand or mud, with animals adapted to every condition. Where the laboratory stood, on the east side of 'the point,' facing Malloch's weir, the lowest tides receded nearly 400 yards. With the rising tide strong currents are swept inwards, between the islands, carrying hosts of marine animals. When the tide falls again numbers of these are left stranded on the beach, or confined in small pools easily accessible to the collector. Approaching the large rivers that empty into the bay one finds other conditions, varying from saline through brackish to fresh water. Turn what way he will, an observer is likely to come upon the common star-fish in many colour-varieties, the sea-urchin and the sea-cucumber, among echinoderms. The mollusca are abundantly represented by the edible mussel, the horse-mussel and the clam, long and round whelks, the purple shell, the periwinkle, and the limpet. Nereis, Arenicola, Nephthys, Rhynchobolus, Lepidonotus, Amphitrite, and Lineus are common representative of the worms; while crabs, hermit crabs, barnacles and sand-hoppers are the commonest types of crustacea. A good many hydroids, polyzoa, and sponges may also be easily procured along shore.

The best collecting places are reached at the period of lowest tides that occur only at the beginning and in the middle of each month. At such times one can wade into the water on the southwest side of the outermost limits of 'the point,' near St. Andrew's, and at arm's depth feel under the projecting ledges or turn over flat stones that are never left uncovered and are not accessible at other periods. This is probably the best place on the coast for sea-peaches (*Cynthia pyriformis*), but many other animals such as Nudibranchs and Sunstars (*Solaster*) occur. In fine sand at about half-tide mark just south of 'the bar' by Malloch's weir, I dug up the only specimens of Balanoglossus and of Edwardsia yet procured at the station. The north side and outer end of this bar are also good collecting places, where the sea-orange (*Psolus Fabricii*) may be picked by hand. The entrance to Katy's Cove furnishes numerous forms, among which may be mentioned Chirodota, under the mussel beds to the left of the railway bridge; and farther inwards, around the remains of a former dam, are large-sized limpets and tube-worms. Craig's Ledges, on the upper side of the entrance to Chamcook harbour, are resorts rich in sea-anemones, brittle-stars, &c., as are also tide-pools near the outer, rocky end of Pendleton's island. In one of these, small enough to be jumped over and deep as one's waist, supported by a big rock on the side towards the water, and situated at about half-tide mark, during two successive summers, a great collection of animals appeared, comprising many species, among which may be mentioned a brachiopod (*Terebratulina*) which is usually procured only by dredging, and a tube-worm (*Amphitrite*). Near-by in fine sand occurs a species of *Enchytrœus*. The 'western block' on the bar between St. Andrew's and the island, and other places, were frequently visited and might be mentioned, but this must suffice.

The dredge was used in the St. Croix river above Dochet Island, between Joe's point and Robbin's Town, off all sides of St. Andrew's Island, up the bay towards the mouths of the Bocabec, Digdequash and Magaguadavic rivers, and once we went as far east as L'Etang and dredged scallops, landing on Frye's island at low water when returning. Opposite where the station stood we dredged at many places round the lighthouse (Sand Reef Light) and off McMaster's, Pendleton's and Deer islands. We also dredged off Pleasant point, and once went as far south as Eastport, Campobello island, and Lubec Narrows. This last is a rich and interesting region, and it is to be regretted that the staff were unable to examine it thoroughly as well as to visit Grand Manan.

The fisheries of economic importance at St. Andrew's are chiefly cod, haddock, pollock, herring, mackerel, and clams and lobsters.

At Canso the tidal water rises and falls only about 4 feet, affecting but a narrow belt of the shore. There are few accessible rich collecting spots, the coast being generally rocky with here and there small beaches of rounded stones, but seldom gravel, sand or mud. Wherever stones large enough for protection to animals and small enough to be moved by the collector do occur there is intolerably rough water producing friction fatal to delicate animal forms. At such places the stones, worn round and smooth by constant rolling and grinding, are heaped in enormous masses, while at other places they are laid out like pavement stones and solidly cemented into the beach.

At low water mark the star fishes and sea-urchins, which are a feature of the St. Andrew's region do not appear; these, however, may be found in limited numbers under wharfs or at places up the centre of Tickle channel; but sea-cucumbers, that at St. Andrew's may be found clinging to the ledges or arranged by the score in beds below the lowest tide limits, are scarcely ever seen at Canso; only two or three that were brought from deep water were secuerd. Sea anemones flourish under the wharfs and especially at French Point, where large brown, gray, yellow and orange Metridia occur side by side in the fissures of rocks. At this point too the horse-mussel and the edible mussel occur, but the latter may be obtained abundantly at the 'breakwater' (Grave Island). Clams are scarce, but may be found, together with a few razor shells (*Solen*), at Grassy Island and Publicover Beach. The large round whelk may be procured at Indian Cove, and the long whelk, together with the purple shell, the periwinkle, and little limpets, in small numbers at Glasgow Head. Various Nudibranchs live on the sea-weeds under certain wharfs, and fine specimens of *Æolis papillosa* under stones in the narrow channel between Piscatiqui and George Islands. Calcareous sponges, hydroids, and bryozoa occur on the submerged timbers of wharfs or on the sea-weeds to be found there or especially at Cranberry Islands. Arenicola, Nereis, Nephthys and other worms may be dug up from Llanigan Beach, where the laboratory stood, and in Grassy Island Cove and Publicover Beach. The sessile barnacle, the sand shrimp and the crab are the chief crustaceans, but lobsters, so plentiful in deep water among the islands, may be occasionally seen lurking under the edges of rocks along shore.

Dredgings were made at various places in Chedabucto Bay, *e.g.*, at Crow Harbour, on Hydra Shoal, across the entrance to the Gut of Canso, and from that eastward between Canso and Isle Madame as far as to Green Island. Near Canso, areas were dredged from Tickle Island to the eastward, encircling Derabie Islands and Cranberry Islands, to Cape Canso, and at many places in the harbours and between the islands.

Professor Prince, Professor Ramsay Wright, and others had the opportunity of being on the Mackay-Bennett cable-repairing steamer, and I had the advantage of remaining on board for a couple of days in Dover Bay and saw what animals were brought up on the cables as they were raised.

The most successful places dredged during the two seasons were to the north-east of Tickle Island and Durell Island, and outward from the bell-buoy in a line with the channel entering Canso Harbour from the west. Here occur calcareous and other sponges, a couple of species of sea-orange (*Psolus*), Myriotrochus, Eupyrgus, and one or two commoner Holothurians. Mussel shells dredged at the entrance to Grassy Island Cove have Crepidulas attached.

Although Canso is not a point exceptionally favourable from which to collect inveterbrates in numbers, yet, in one way or another, specimens were procured of most of the species obtained at St. Andrew's, besides a few others. Its proximity to some of the best fishing banks in the world is sufficient proof that there exist somewhere in the adjacent waters vast quantities of smaller animals upon which the fishes feed. The most valuable of these fisheries, as is well known, are the cod, haddock, pollock, mackerel, salmon, halibut, the lobster, and the squid.

As the member of the staff charged largely with the collection of specimens and their storage for purposes of study, &c., a vast amount of the material obtained since the station was founded has passed through my hands. In spite of an inadequate supply of literature necessary for accurate determination of species, I have been able to prepare a list, which when finally revised will be a basis for future work. I shall give here a list of the Porifera, the Cœlenterata with the exception of the smaller hydroids, and the Echinodermata, and propose in further papers to add to the present contribution, after the specimens have been more completely worked over, and others collected from more northerly areas.

PORIFERA.

Ascortis fragilis, Haeckel—St. Andrew's, Canso.
Leucosolenia cancellata, Verrill—St. Andrew's Canso.
Sycon protectum, Lambe—Canso.
Leucandra cyathus, Verrill—Canso.
Amphoriscus Thompsoni, Lambe—Canso.
Polymastia robusta, Bowerbank—St. Andrew's.
Suberites suberea, Johnston—Canso.
Halichondria panicea Johnston—St. Andrew's, Canso.
Reniera aquaeductus, O. Schmidt—Canso.
Eumastia sitiens, O. Schmidt—St. Andrew's.
Chalina oculata (*Pallas*), Bowerbank—St. Andrew's, Canso.
Chalina Sp.—Canso.
Pachychalina, Sp.—St. Andrew's.
Myxilla Behringensis, Lambe—St. Andrew's, Canso.
Desmacidon palmata, Johnston—Canso.
Esperella lingua, Bowerbank—St. Andrew's, Canso.
Esperella modesta, Lambe—Canso.
Plakellia ventilabrum, Johnston—Canso.
——— ——— (on brachiopods)---St. Andrew's, Canso---Sponge, genus and species undetermined.
——— ——— (Tall, rough cylinders, on rocks)---Canso---Sponge, genus and species undetermined.
Halisarca Dujardinii, Johnston—Canso.

COELENTERATA.

Ptychogena lactea, A. Agassiz (medusa)—St. Andrew's.
Tiaropsis diademata, A. Agassiz (medusa)—St. Andrew's.
Tima formosa, L. Agassiz (medusa)—Canso.
Polycanna Grœnlandica, Peron et Lesueur (medusa)—Canso.
Physalia pelagica, Lamarck—Canso.
Cyanea arctica, Peron et Lesueur—St. Andrew's, Canso.
Aurelia flavidula, Peron et Lesueur—St. Andrew's, Canso.
Alcyonium rubiforme, Ehrenberg—Canso.
Alcyonium carneum, L. Agassiz—Canso.
Alcoyonium Sp. (big. lilac-like)—Canso.
Epizoanthus incrustatus, Duben and Koren—Canso.
Edwardsia sipunculoides, Stimpson—St. Andrew's.
Metridium dianthus, Ellis—St. Andrew's, Canso.
Chondractinia nodosa, Fabricius—Canso.
Actinauge Verillii, McMurrich—Canso.
Stomphia carneola, Stimpson—St. Andrew's, Canso.
Actinostola callosa, Verrill—Canso.
Bolocera Tuediæ, Johnston—Canso.
Pleurobrachia rhododactyla, L. Agassiz—St. Andrew's, Canso.
Bolina alata L. Agassiz—St. Andrew's, Canso.
Idyia roseola, L. Agassiz—St. Andrew's, Canso.

ECHINODERMATA.

Cucumaria frondosa, Gunnerus—St. Andrew's, Canso.
Cucumaria calcigera, Stimpson—Canso.
Cucumaria minuta, Fabricius—St. Andrew's, Canso.
Psolus Fabricii, Duben and Koren—St. Andrew's, Canso.
Psolus phantapus, Linnæus—Canso.
Thyonidium productum, Ayers—Canso.
Chirodota ferruginea, Verrill—St. Andrew's.
Myriotrochus Rinkii, Steenstrup—Canso.
Eupyrgus scaber, Lutken—Canso.
Trochostoma ooliticum, Pourtales—Canso.
Asterias vulgaris, Stimpson—St. Andrew's. Canso.
Asterias polaris, Muller & Troschel—Canso.
Solaster endeca, *Retzius*—St. Andrew's, Canso.
Solaster Syrtensis, Verrill—Canso.
Crossaster papposus, Fabricius—St. Andrew's, Canso.
Ctenodiscus crispatus, Retzius—St. Andrew's. Canso.
Pteraster militaris, Müller—St. Andrew's. Canso.
Cribrella sanguinolenta, Müller—St. Andrew's. Canso.
Ophioglypha Sarsii, Lütken—St. Andrew's, Canso.
Ophioglypha robusta, Ayres—St. Andrew's. Canso.
Ophioglypha nodosa, Lütken—Canso.
Amphipholis elegans, Leach—St. Andrew's, Canso.
Ophiopholis aculeata, Linnæus—St. Andrew's. Canso.
Ophiacantha bidentata, Retzius—St. Andrew's. Canso.
Gorgonocephalus Agassizii, Stimpson—St. Andrew's, Canso.
Strongylocentrotus Drobachiensis, Müller—St. Andrew's, Canso.
Echinarachnius parma, Lamarck—St. Andrew's, Canso.

IV.

A FURTHER REPORT UPON THE EFFECTS OF SAWDUST ON FISH LIFE.

By Professor A. P. Knight, M.A., M.D., &c., Queen's University, Kingston.

The following investigation was begun in the year 1900, at the suggestion of Professor Prince, the fish commissioner for the Dominion of Canada. In the previous year Professor Prince had summarized in a most admirable way the effects of different kinds of pollutions upon fish; and, in order to do this, had consulted a great mass of scientific literature emanating from investigators in both Europe and America. One of the things which struck him as most remarkable was 'the painful lack of scientific demonstrated knowledge as regards the effects of sawdust upon fish life.' The onerous and exacting duties of his office precluded him from undertaking any lengthened series of scientific experiments himself. But from the very start of research work at the Dominion Biological Station he impressed upon the workers the importance of certain fisheries problems which he desired to have solved. Among these was the sawdust question.

Up to 1899, when Professor Prince wrote the report alluded to above, he had ample opportunities, during the course of his official visits to different parts of Canada, of making observations upon sawdust-polluted streams, and as a result of these observations he reached the conclusion that, 'so far as our present knowledge goes, sawdust pollution, if it does not affect the upper waters, the shallow spawning grounds, appears to do little harm to the adult fish in their passage up from the sea. . . . There is no case on record of salmon, or shad, or any other healthy adult fish being found choked with sawdust, or in any way fatally injured by the floating particles.'

The Dominion law was, however, against Professor Prince's views on the matter, and in 1901, the Ontario Fisheries Department proceeded to enforce the Dominion Act. Three mill-owners were fined for passing sawdust and shavings into streams containing protected fish, and many others were warned.

The Deputy Fish Commissioner for Ontario, Mr. S. T. Bastedo, held views the very opposite of these expressed by Professor Prince. In his annual report for 1899, Mr. Bastedo says: 'There can be nothing more destructive of fish life than the depositing of sawdust in the rivers and lakes.'

When two experts hold views so diametrically opposed as those of Professor Prince and Mr. Bastedo, the average member of parliament may well be excused from holding any views at all upon the subject; and yet he is forced to take some stand on the subject of prohibitive legislation? There has been a law against throwing mill refuse into the rivers of Canada ever since 1860. Certain streams were exempted from the operation of that law right down to 1899. The practical question, therefore, now facing the fish commissioners in the various provinces is this: 'Shall the law be enforced?'

Evidently the whole subject should be reported upon by disinterested investigators, and the law should be neither repealed nor enforced until their judgment is received.

The literature of the subject helps us very little. Previously to 1888 there were frequent references to it in the annual reports and bulletins of the United States Fish Commission; but the experts were by no means unanimous in their judgments, as is evident from the following editorial published in *Forest and Stream* in 1899:—

'The effect of sawdust in lakes and streams has been discussed by many writers and with conflicting opinions.

In the second part of the Report of the United States Commissioner of Fish and Fisheries, 1872-73, Mr. James W. Milner gives the result of his observations on the great lakes. Speaking of Green bay, he says that whitefish were formerly taken in abundance in the spawning season in a number of rivers emptying into this bay; but sawmills are numerous at present on all of these streams, and the great amount of sawdust in the rivers has caused the whitefish to leave them. The effect of the sawdust, he states, is to cover up the spawning grounds and destroy the food of the fish. Watson, in the third part of the same report, charges the sawdust with the destruction of the purity and aërated condition of the water, so changing its character as to revolt the cleanly habits of the salmon. He mentions the experience of Mr. Arnold, who had seen the gills of salmon filled with sawdust. Mr. Mather, in Transactions American Fishcultural Association, 1882, and in these columns of the same year, thinks that sawdust is destructive to the young by covering up the spawning grounds, and by polluting the water with turpentine from the pine and tannin from oak.

Mr. J. J. Brown, of Ludington, Mich., in Bulletin V., United States Fish Commission, charges the sawdust and shingle shavings dumped into Lake Michigan with the annihilation of the feeding grounds of fish. The statements of 'Sportsman' and Livington Stone in recent numbers of this paper, are very positive as to the deleterious influence of sawdust in polluting the water, killing the young and promoting the growth of fungus. Mr. Stone believes that after the spawning grounds are covered with sawdust the stream can produce no more trout.

Charles G. Atkins, in Part II., Report of United States Fish Commission, speaks of the Penobscot river. He finds that sawdust has interfered with the success of certain fishing stations, but the salmon are not prevented from ascending to their spawning beds, which are free from obstruction and seem to suffer no injury from the refuse.

Professor H. Rasch, an eminent authority in Norway, communicated his views on the sawdust question to the Norwegian Hunting and Fishing Association in 1873. He admits that rivers on which there is considerable cutting of timber gradually become more and more destitute of salmon, but thinks that the injury is not to the fish directly, but is caused by limiting and partially destroying the spawning grounds. He cites the River Drammen, which was greatly polluted by sawdust for many years, and in which the salmon decreased constantly, until the fishermen at Hellefos begun hatching them artificially and planting the fry annually. Having access to the upper part of the river, which was comparatively free from sawdust, the ascending fish seemed to be little affected by the mill refuse from below Hellefos. His opinion, based upon experience on the Drammen river and the Soli, was that unless the salmon are prevented by impassible dams from ascending above the mill locations, the sawdust will not drive them from the streams nor materially injure them. *Piscator,* Charles Hallock, and Milton D. Peirce have produced statistics and observations to prove that sawdust in streams of Nova Scotia and Massachusetts has not injured the fishing for trout, and has not unfavourably affected any of the river fisheries.

From the foregoing survey it will be evident that there are two sides to the question as to the influence of sawdust in streams and lakes, and it may be possible that some of the states which have legislated against the deposit of this substance in certain waters have placed unnecessary restrictions upon an important industry. Unless spawning grounds are actually covered and feeding grounds destroyed, there would seem to be no case against the sawdust. At all events, the instigators of this legislation should produce evidence of deleterious effects to be remedied by legal enactments, and show that such pollution is necessarily and always fatal, and cannot be mitigated by measures to aid the ascent to the spawning beds.'

Since 1889 the references to sawdust are 'few and far between,' and when its poisonous effects are asserted, the responsibility for the statements is placed upon fishermen or fish dealers. Even the international commissioners of 1893 made no dogmatic statements of their own, but simply submitted the statements of witnesses whom they had examined.

The experimental part of my work was begun at the Dominion Biological station, St. Andrews, N.B., in 1900, and has been continued since then in the biological laboratory of Queen's University, Kingston, Ontario. The river work consisted of a few weeks' study of the Bonnechere, a tributary of the Ottawa.

Those who are interested in the details of my experimental work are referred to the Transactions of the Canadian Institute, Vol. VII., 1903, under the article 'Sawdust and Fish Life.'

SINKING OF SAWDUST.

Numerous observations were made upon the sinking of sawdust. The general method of experimentation was to add known volumes of sawdust from different kinds of wood to separate vessels containing a measured volume of water. The sawdust was generally dropped quietly upon the top of the water. As a rule, the particles of sawdust began to sink the moment the sawdust touched the water. This was particularly true if the particles were fine; but there were considerable variations in the rapidity with which sinking occurred. So far as could be determined by laboratory experiments, the rate of sinking varied with (*a*) the size of the dust particles, (*b*) the way in which they were made, (*c*) the motion of the water, (*d*) the dryness of the dust, and (*e*) the kind of wood.

Large particles sink more slowly than small ones, because the latter are more easily penetrated by the water.

Large saws which strike logs with great force (as in a sawmill) compress the wood, drive out the air imprisoned in the cells, and produce sawdust that sinks quickly.

Sawdust sinks slowly in perfectly calm water, such as a standing vessel. If the vessel be tapped gently on the side, the sawdust sinks much more quickly.

If thrown into rapidly flowing stream, sawdust is carried downwards until it reaches pools, eddies, or comparatively calm stretches; it then sinks and forms sawdust beds. Some of these are of great extent along the Ottawa river.

Sawdust from different kinds of wood arranged themselves in the following order as regards rate of sinking.—

1. Oak.
2. White pine, 50 to 80 per cent of it in 2 or 3 minutes.
3. Maple.
4. Cedar.
5. Elm.

But it must be remembered that the particles in my experiments differed from each other in size and in the moisture they contained, and consequently different results might easily be obtained by other observers. The important point is that all kinds of sawdust sank in a few minutes in agitated water.

EXTRACTS FROM SAWDUST.

When sawdust was placed in a clean bag, and the bag sunk to the bottom of an aquarium by means of stones, there oozed out of the sawdust a yellowish, brown liquid which lay along the bottom of the vessel. (See fig. 1). In a number of experiments this brownish water occupied 1¾ inches at the bottom of an aquarium containing water to a depth of 16½ inches. The overlying water remained clear and colourless for several days when pine sawdust was used. In the case of cedar, the aqueous extract diffused upwards into the clear water, but never rendered it so dark as that which lay at the bottom. When the brown water was siphoned out, the sawdust soon discoloured more of the clear water. Evidently the water was dissolving out from the sawdust some soluble material which was stored in the wood. This yellowish brown solution was found to be exceedingly poisonous to fish eggs, fry, living organisms suitable for fish-food and adult fish.

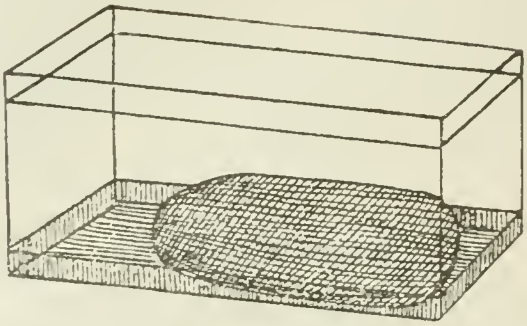

Fig. 1.

SOURCE OF POISON.

In order to understand the source of this poison we must try to get a clear idea of the minute structure of trees. This can be done only by the aid of the microscope. With this instrument, it is easy to see that all parts of young plants are made up of a vast number of very small bladder-like compartments called cells. In older plants and trees, these cells lengthen out and are then called vessels. It is important to note that every cell or vessel consists of two principal parts, (*a*) the outside covering or cell wall, and (*b*) the inside matter or cell contents. If one were to imagine the cells in the comb of a honey bee shrinking into such a small size that each one would be almost invisible, then a very good idea would be obtained of the minute structure of a tree. The wax would correspond to the walls of the cells composing a tree, and the inclosed honey would correspond to the cell contents.

In aquatic plants, like pond silk, the cells are cylindrical and placed end to end, so as to form the long slender threads. In flat leaves, the cells are arranged side by side in two or more layers, so as to form the flat surface; in stems they are packed side by side and end to end. Thus, trunk, branches, bark, roots, flowers and fruit are all made up of these cells. In different plants they differ vastly in shape, size, thickness of walls and contents. Bacteria are plants consisting of single cells; pines are composed of millions of cells. In all plants also, the protoplasm, which is the central, living, moving, sensitive part of the cell, manufactures different substances, and either packs these in the cell as reserve material, which is the case in the higher plants, or throws them out of the cell altogether as dead waste, which is the case in many of the bacteria.

In order, therefore, to find out more definitely, if possible, the source of the poisons given off by sawdust, we must look more closely at the contents of wood cells.

CELL CONTENTS.

Young cells are filled at first with protoplasm only. As time goes on, sap forms in the cell and accumulates as small drops in the protoplasm. The sap consists of water and nutritive material dissolved in the water. These two stages in cell life are represented in Figures 2 and 3. Somewhat later, other substances which have been formed by the activity of the protoplasm are stored in the cell, along with the protoplasm and cell sap. Among the commonest materials thus stored in cells are sugar, starch, oils, such as olive, castor, linseed and palm oil; resins, gums, jellies, alkaloids, pigments, acids, such as malic, citric, tartaric and tannic, essential oils such as turpentine.

In the pine family there is stored in the wood and bark cells an abundance of crude turpentine and resin. The Norway spruce of Europe furnishes, from cells, turpentine and Burgundy pitch. The yellow pine of the southern United States yields spirits of turpentine by distillation of the crude turpentine which runs away from the trees when they are tapped. The residue after the distillation is known as resin.

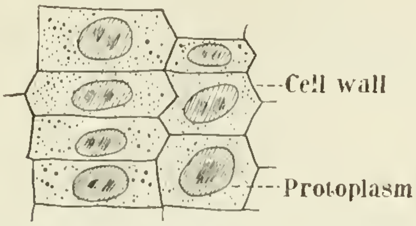

Fig. 2.—Very young cells without cell-sap.

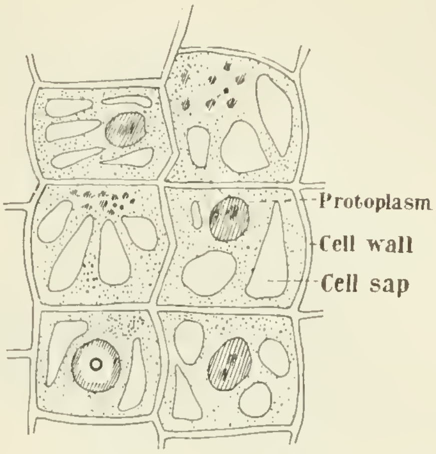

Fig. 3.—Cells showing cell-wall; protoplasmic contents with cell-sap.

Now the source of the poison in the yellowish brown water is unquestionably the material stored in the wood cells. As each cell or vessel is microscopic and contains only a very small quantity of poisonous material, and as the cell wall must be broken open in order to let out the cell contents, it follows that the greater the number of cells that are opened, the greater will be the quantity of turpentine, tanin, &c., poured out. Hence a saw-log completely converted into sawdust would give out the maximum of poison, whereas a similar log sawn into boards, slabs and edgings would give out a much less quantity. Pulp mills will give out the maximum of stored material. So will beet-sugar factories.

The total waste in manufacturing saw-logs into inch boards varies from 25 per cent to 35 per cent of the whole log. Of this total waste, about 13 per cent is sawdust. The proportion of refuse varies (1) with the size of the logs, (2) with the kind of lumber into which the logs are sawn, and (3) with the width of the cut made by the saw.

PULP MILL POISON.

My St. Andrew's experiments determined the percentage of poison from a sulphite pulp mill which is fatal to fish life, but so far as I know, the percentage of poison from a mechanical mill has never been determined. A provisional conclusion, however, may be fairly based upon some of my experiments to be described later in this paper.

QUANTITATIVE DETERMINATIONS.

A quantitative determination of the solid matter contained in the yellowish brown water was made by evaporating 1,000 c.c. of it, at 100° C., in a platinum crucible, and then weighing the rest.

The following results were obtained from white pine solution:—

	M.gs.
1. Solid matter from 1000 c.c. water, the sawdust soaking for four days.	1160
2. Same sawdust with the first water filtered off, and fresh water added and allowed to stand for five days. Solid. .	260
CEDAR SAWDUST.	
1. Solid matter from 1000 c.c. water, the cedar sawdust soaking for four days.	1220
2. Same sawdust with first water filtered off, fresh water added and allowed to stand five days.	470
3. Same operation repeated. Soaking five days	270

These determinations indicate clearly enough that the stored material in wood cells comes away in diminishing quantity every time fresh water is added to sawdust.

WHITE PINE.

A long series of experiments were made with water obtained by soaking 360 grams of white pine sawdust in 7000 c.c. of tap water and changing the water at irregular intervals. During a period of three weeks the water was changed twenty times. In 1,000 c.c. of the twentieth solution, there was found to be 80 m.gs. of solid matter dissolved out of the pine cells. During every day almost of the three weeks, the effects of the poisonous water were tested by immersing fish eggs, adult perch, aquatic worms, tadpoles, copepods, daphnia, hydra, vorticella and black bass fry in the water, and in every instance death followed sooner or later. Sometimes death took place in a few minutes, sometimes in a few hours, the result depending upon the strength of the solution. When air was made to bubble through the poisoned water, the animal lived somewhat longer.

CEDAR SAWDUST.

A similar series of experiments were carried out with cedar sawdust. In this case, 400 grams of sawdust were soaked in 7000 c.c. of tap water. The water was changed 30 times during a period of five weeks, and a 1000 c.c. of the last solution of it—were found to contain 155 m.g.s. of solid matter. The water was tested almost daily by immersing animals in it, just as in the case of pine extracts. The cedar water was found to maintain its poisonous character for a longer time than pine. In other words, cedar wood cells contain more poisonous matter than pine wood cells.

EXTRACTS QUICKLY SOLUBLE.

The experiments hitherto described would seem to indicate that some considerable time was required for the water to dissolve out the poisonous extracts from white pine sawdust, but such is certainly not the case. This was clearly shown in the following experiment, Fig. 4. Two minnows were confined in a bottle containing 600 c.c. water and eighteen grams of white pine sawdust. Fresh water was made to enter and leave at the rate of 100 c.c. per minute. The inlet tube passed straight to the bottom of the vessel, and its lower end was therefore buried in about an inch of sawdust. One animal lived forty minutes, the other fifty. When the incoming water was reduced to 80 c.c. per minute three minnows lived only from three to five minutes. When the fresh water entered at the rate of 125 c.c. per minute, minnows lived from twenty to ninety minutes. The control animals were kept for a week in a similar bottle, without sawdust, of course, and with water coming in at the rate of 110 c.c. per minute. In these experiments the poisonous extracts must have been coming away all the time. The moment the bottle was full of water the minnows were slipped into it. Consequently, when the fish were killed in five minutes, the 600 c.c. at first in the bottle, and 400 c.c. additional water were poisoned. When they were killed in ninety minutes, no less than 11,250 c.c. were poisoned. That is, the percentage weight of sawdust to poisoned water was ·16 per cent. This determination is important, as we shall see later, when we come to compare it with the percentage of sawdust thrown into the Bonnechere river.

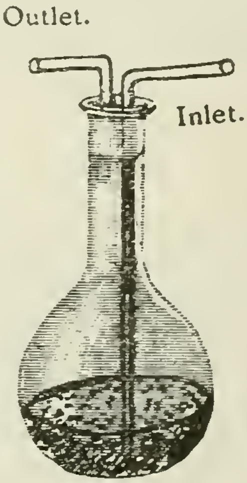

Fig. 4.

COMPARATIVE RESULTS.

After obtaining the general results indicated in the preceding part of this paper, it seemed desirable to plan a series of experiments that would show comparative results at a glance. With this end in view, two grams each of different kinds of sawdust were placed in shallow circular dishes containing respectively, 300, 400, 500, 600, 700, 800, 900, 1,000, 1,200, 1,500 and 1,700 c.c. of fresh water. After soaking for about five hours in each case, a minnow was placed in each of the dishes. The length of time each animal lived was carefully noted, except in those cases where death occurred during the night. The results are given in the following tables:—

WHITE PINE SAWDUST.

Weight of Sawdust.	Volume Water c. c.	Time Soaking.	Time at which minnow was immersed.	Results.
2 grams.	300	From 10 a.m.	2.43 p.m.	Lived about 9 minutes.
"	400	"	"	" "
"	500	"	"	" "
"	600	"	"	" "
"	700	"	"	" "
"	800	"	"	" 10 minutes.
"	900	"	"	" 13 "
"	1,000	"	"	" 15 "
"	1,200	"	"	" 20 "
"	1,500	"	"	" 29 "
"	1,700	"	"	" 29 "

ONTARIO RED PINE.

2 grams.	300	10 a.m.	2.47 p.m.	Lived 47 minutes.
"	400	"	"	" 50 "
"	500	"	"	" 50 "
"	600	"	"	" 1 hour and 28 minutes.
"	700	"	"	" 1 " 14 "
"	800	"	"	" 1 " 14 "
"	900	"	"	" 1 " 53 "
"	1000	"	"	" 2 hours and 20 "
"	1200	"	"	" 2 " 50 "
"	1500	"	"	" 3 " 45 "
"	1700	"	"	" 3 " 45 "

ONTARIO CEDAR.

2 grams.	300	From 10 a. m.	2.33 p.m.	Lived 8 minutes.
"	400	"	"	" 9 "
"	500	"	"	" 19 "
"	600	"	"	" 20 "
"	700	"	"	" 21 "
"	800	"	"	" 22 "
"	900	"	"	" 27 "
"	1000	"	"	" 27 "
"	1200	"	"	" 1 hour.
"	1500	"	"	" 1 " et 48 minutes.
"	1700	"	"	" 1 " et 55 "

BRITISH COLUMBIA CEDAR.

Weight of Sawdust.	Volnme Water c.c.	Time Soaking.	Time at which minnow was immersed.	Results.
2 grams.	300	10.15 a. m.	2.51 p.m.	Lived 6 minutes.
"	400	"	"	" 6 "
"	500	"	"	" 15 "
"	600	"	"	" 53 "
"	700	"	"	" 43 "
"	800	"	"	" 1 hour and 9 minutes.
"	900	"	"	Jumped out of dish unnoticed.
"	1000	"	"	Lived 1 hour and 32 minutes.
"	1200	"	"	" 1 " 36 "
"	1500	"	"	" 3 " 50 "
"	1700	"	"	" 3 " 29 "

HEMLOCK BARK.

Bark.				
2 grams.	300	10.10 a. m.	2.36 p.m.	Lived 55 minutes.
"	400	"	"	" 1 hour and 32 minutes.
"	500	"	"	" 1 " 43 "
"	600	"	"	" 1 " 49 "
"	700	"	"	" 2 hours.
"	800	"	"	" 1 hour and 32 minutes.
"	900	"	"	Jumped out of dish unnoticed.
"	1000	"	"	Lived 2 hours and 18 minutes.
"	1200	"	"	" 3 " 24 "
"	1500	"	"	" 4 "
"	1700	"	"	" 4 " 15 "

HARD MAPLE SAWDUST.

2 grams.	300	From 10, 38 a.m. July 15.	July 15, 3.30 p.m.	Lived 2 hours and twenty minutes.
"	400	"	"	July 21, 10 a.m. Still alive.
"	500	"	"	" 16. Died last night.
"	600	"	"	" 21, 10 a.m. Still alive.
"	700	"	"	" 16. Died last night-
"	800	"	"	" 21, 10 a.m. Still alive.
"	900	"	"	Lived only 2 hours.
"	1000	"	"	July 18. Died between 4 p.m. and 8 p.m.
"	1200	"	"	Lived 3 hours and 30 minutes.
"	1500	"	"	July 18. Died between 4 p.m. and 8 p.m.
"	1700	"	"	July 20. Died 3 p.m.

This experiment was discontinued July 21, 10 a.m.

ONTARIO CEDAR BARK.

2 grams.	300	10.20 a.m.	2.41 p.m.	Lived 37 minutes.
"	400	"	"	" 1 hour and 20 minutes.
"	500	"	"	" 50 minutes.
"	600	"	"	" 50 "
"	700	"	"	" 1 hour and 20 minutes.
"	800	"	"	" 1 " 31 "
"	900	"	"	" 1 " 40 "
"	1000	"	"	" 1 " 57 "
"	1200	"	"	" 2 hours 10 "
"	1500	"	"	" 4 "
"	1700	"	"	" 4 " 20 "

ELM SAWDUST.

Weight of Sawdust.	Volume Water c. c.	Time Soaking.	Time at which minnow was immersed.	Results.
2 grams.	300	10.44 a.m. July 15.	3.30 p.m.	Lived 4 hours and 30 minutes.
"	400	"	"	Died 10 a.m. July 16.
"	500	"	"	Lived 1 hour and 30 minutes.
"	600	"	"	" 2 hours and 30 "
"	700	"	"	" 1 hour and 30 "
"	800	"	"	July 21, 10 a.m. Still alive.
"	900	"	"	" 18. Died last night.
"	1000	"	"	" 21. " "
"	1200	"	"	Lived 1 hour and 30 minutes.
"	1500	"	"	" 4 hours and 30 "
"	1700	"	"	" 1 hour and 30 "

This experiment was discontinued July 21, 10 a.m.

OAK SAWDUST.

2 grams.	300	Since 10.15 a.m. of 23rd.	July 23. 2.30 p.m. . .	Lived 2 hours and 30 minutes.
"	400	"	"	" 2 " 30 "
"	500	"	"	" 3 " 30 "
"	600	"	"	" 7 " 30 "
"	700	"	"	" 2 " 30 "
"	800	"	2 animals.	One lived 2 hours and 20 minutes. July 24. Died last night.
"	900	"	3 animals.	One lived 7 hours and 30 minutes. July 24. Died last night.
"	1000	"	"	July 25. Jumped out unnoticed.
"	1200	"	"	" 30, 9 p.m. Still alive. Released.
"	1500	"	"	Lived 3 hours and 30 minutes.
"	1700	"	"	July 25, 3 p.m. Dead.

ASH SAWDUST.

2 grams.	300	10.48 a.m. of July 15.	3.30 p.m. July 15. . .	July 21, 10 a.m. Still alive.
"	400	"	"	Lived 1 hour and 30 minutes.
"	500	"	"	July 21, 10 a.m. Still alive.
"	600	"	"	Lived 1 hour and 40 minutes.
"	700	"	"	Lived 2 hours and 10 minutes.
"	800	"	"	July 21st. Died last night.
"	900	"	"	Lived 1 hour.
"	1000	"	"	July 21, 10 am. Still alive.
"	1200	"	"	July 21. Died last night.
"	1500	"	"	July 21, 10 a.m. Still alive.
"	1700	"	"	July 19. Died to-day.

This experiment was discontinued July 21, 10 a.m.

HEMLOCK SAWDUST.

Weight of Sawdust.	Volume Water c. c.	Time Soaking.	Time at which minnow was immersed.	Results.
2 grams.	300	10.15 a.m. of 23rd.	2.30 p.m. July 23.	July 26, 9.30 a.m. Dead.
"	400	"	"	" " "
"	500	"	"	July 30, 9 a.m. Released.
"	600	"	"	" " "
"	700	"	"	" " "
"	800	"	"	July 26, 9.30 a.m. Found dead.
"	900	"	"	Lived 45 minutes.
"	1000	"	"	July 26, 11 a.m. Dying.
"	1200	"	"	" 28, 3 00, Dead.
"	1500	"	"	Lived 1 hour and 45 minutes.
"	1700	"	"	July 26, 9.30 a.m. Dead.

SPRUCE SAWDUST.

2 grams.	300	10.30 a.m. of 23rd.	2.40 p.m. July 23 .	Lived 3 hours and 50 minutes.
"	400	"	"	July 24, 9.30 a.m. Found dead.
"	500	"	"	" " "
"	600	"	"	" 26, " "
"	700	"	"	" 24, " "
"	800	"	2 animals.	July 24, 9.00. Dying. " 25, " Found dead.
"	900	"	"	July 26, 9.30 a.m. Found dead.
"	1000	"	"	" 30, 9.00 a.m. Released.
"	1200	"	"	" " " Dying.
"	1500	"	"	" 27, 7.30 p.m. Dying.
"	1700	"	"	" 26, 8.30 a.m. Found dead.

BARK EXTRACTS.

Contrary to opinions expressed in some reports upon sawdust pollution, I found that aqueous extracts from bark of white pine, hemlock and cedar were not nearly so poisonous as the sawdust solutions. The tanin or other material dissolved out from hemlock bark was of course poisonous; but, in a general way, the effect of bark solutions upon adult fish was to kill them by suffocation. The oxidation processes going on in the bark extracts deprived the water of the oxygen usually dissolved in it, and as a consequence fish immersed in it soon died. That this was the true cause of death was evident from the fact that bark solution when aerated, that is, with air made to bubble through it, supported fish life just as well as any normal water would do.

BLACK BASS FRY.

For the successful results obtained in many of my experiments I am indebted to the Department of Marine and Fisheries, Ottawa. On June 27, Mr. Halkett, an officer of the department, brought to me about 100 black bass fry. They had been hatched out in the natural pond at Belleville and were a fine lot of fry, each about an inch long. I placed them in a galvanized-iron tank about 4 feet long, 3 feet wide, the water in it being kept about 3 to 4 inches deep. A copious flow of tap water from Lake Ontario entered the tank and left it continually. A few flat stones were placed here and there on the bottom.

The larger and more pugnacious ones took shelter beneath the stones, the smaller and more timid ones were forced into the corners of the tank, driven away from the stones by their bigger neighbours. I fed them regularly on small and well washed particles of meat, obtained by mincing small earthworms. These fine particles were flipped into the water. As they slowly sank towards the bottom they were seized by the fry and eaten with great avidity. The tank was always clean, and I had no trouble in keeping the fry alive and healthy.

In catching them for the experiments, I used a dip net. The slower ones were, of course, caught first. At the end of three weeks the survivors had become so expert in dodging the net that they were very difficult to capture. They had grown to about 1½ inches in length and correspondingly heavy. The last few could be caught only by drawing the water off from the tank.

CONTROL EXPERIMENTS.

The general method of conducting the experiments has been already indicated. It consisted in immersing fish eggs, fry, fish food (such as aquatic larvae, worms, tadpoles) and adult fish, in varying strengths of sawdust solutions and noting results. In the vast majority of cases a control animal in tap water accompanied the regular experiment, and observations were made upon both at the same time. Hundreds of small minnows were used as well as the black bass fry already referred to. In some experiments the minnows appeared to be the more robust, in other cases the fry.

CRITICISMS.

In some newspaper criticisms of my work at St. Andrews in 1900, objection was made to the statement that sawdust poisoned the water. The writers held that there was no poison in sawdust, and that it killed fish solely by taking out the oxygen dissolved in the water. They asserted that fish eggs and all forms of fish life were killed by suffocation. To test this statement I took some of the yellowish brown sawdust water and made a large quantity of air to bubble through it. When the air was thus passing through the solution I frequently placed fish eggs, and adult fish in this aerated water, but in every instance eggs and fish alike died. They died, therefore, not from suffocation, but from the effects of the poison passing from the water through their gill filaments, and into their blood. When not kept too long in the extract the fish could generally be resuscitated by placing them in fresh water.

DECAYING SAWDUST.

One objection frequently urged against the practice of throwing sawdust into streams and rivers is that the decaying sawdust imparts such a disagreeable odour to the water that sensitive fish are driven away to other waters not so polluted. It seemed to me, therefore, that some progress might be made towards a definite conclusion in this matter, if sawdust were allowed to stand for several weeks in an aquarium and tested from time to time as to the changes going on in it, and the influence of these upon fish.

With this end in view about 1,000 grams of white pine sawdust were placed in an aquarium three feet four inches long, fifteen inches wide, and filled up to sixteen and a half inches deep with fresh water. This was done June 24. No water was allowed to enter or leave the vessel. No direct sunlight fell upon it.

The usual results followed, viz., a well defined layer of pale, yellow water about three-quarter of an inch deep formed in a few hours and lay at the bottom. On top of this was the perfectly clear layer about fifteen inches deep.

After soaking for two days, bubbles of gas began to rise to the surface of the water, but no attempt was made to analyze it. The bottom yellowish layer had become so dense that no object could be seen across it—a thickness of fifteen inches. Its upper surface was sharply marked off from the overlying transparent water by a thin grayish layer. Microscopic examination of this layer showed it to be swarming with bacteria.

For the information of the general reader it may be explained that bacteria are divided into two classes in relation to oxygen. One class can live only when in contact with air (oxygen). These are known as *aerobic* bacteria. The other class can live only in media from which air (oxygen) is excluded. These are kown as anaerobic bacteria. The anaerobic were present at the bottom of the aquarium, the aerobic, chiefly towards the top. But between these two, were to be found other bacteria which could live and multiply either in the presence or absence of oxygen.

At the end of the week, the water, especially that siphoned off from the bottom, emitted a sweetish aromatic smell. Only about an inch at the bottom had retained the original yellow colour; the next inch had changed to a yellowish brown; then came a grayish layer about one-sixteenth of an inch thick; above this, what had at first been fourteen inches of perfectly clear water had turned to a dark gray, though still quite transparent. Black bass fry placed in the aquarium at this time at first darted to the bottom, but after meeting the poisonous extract once or twice could not subsequently be driven into it. On the contrary they swam along the top with their nose just touching the surface of the water, and behaved as if suffering from lack of air. They lived only about two hours.

Four days after this, black bass fry lived only an hour when placed in the upper 14 inches of water. That they were suffocating was proved by the fact that, on aerating the water, the fry lived in it for 24 hours, and were then apparently well.

In three weeks the upper 14 inches of water had changed to a steel gray colour.

In five weeks the pleasant aromatic odour had given place to a musty disagreeable smell. The laboratory windows being open, mosquito larvæ became numerous in the aquarium and appeared to be feeding upon the bacteria which were very abundant on the surface of the bag, and along the sides of the aquarium.

On July 31. some of the water was siphoned off from the middle of the aquarium and placed outside the laboratory in direct sunlight. Dr. W. T. Connell, Professor of Bacteriology in the University, examined this water on three successive occasions, and compared its bacterial life with that in the aquarium. He found that sunlight and air had killed off those kinds of bacteria which flourish in shade and in absence of oxygen, and stimulated the growth of other kinds of bacteria which flourish in sunshine and moving water. In a fortnight, this water had become odourless, transparent and brownish in colour. Minnows were able to live in it, and soon played havoc with the mosquito larvæ.

The water in the aquarium remained slate-coloured, slimy and foul-smelling for two months longer, when it was thrown out.

SAWDUST BEDS.

No one needs to be told that sawdust undergoing decay in the laboratory and sawdust decaying along the beds of rivers and streams must present different phenomena. In the laboratory experiment, the sawdust is always under water, the water is stagnant, and both sawdust and water are in the shade. Along a stream, sawdust beds are, in spring and early summer, formed under water; late in the season, they are frequently exposed high and dry to the influences of sunshine, shade and wind. Only in shady pools remaining after the spring freshets, could the conditions in decaying sawdust approximate to those in my laboratory experiment. Moreover, there is continually passing over all sawdust beds a slow current of water, which profoundly influences the changes going on in decomposing matter. The running water is slowly and surely extracting the soluble organic matter from the wood cells. Day after day it is withdrawing the poisonous material, so that it is only a question of time, until every particle of poison is withdrawn from the sawdust. In the course of a few seasons at most, nothing can remain, but the perfectly harmless wood fibre.

If my laboratory experiment proves anything, it suggests that bacteria will multiply enormously in old sawdust beds, and will consequently stimulate the multiplication of insect life. If this surmise is correct, it throws light upon a fact which is well known to anglers, viz., that the vicinity of old sawdust beds is a favourite haunt for trout and black bass. Beds composed of freshly made sawdust will drive fish away; but old beds, those which have been leached of their poison, will attract fish, because the sawdust shelters and feeds the larvæ of aquatic insects upon which many fish subsist.

Many anglers could corroborate the following testimony of a writer in *Forest and Stream* :—

'Obviously, in localities where the entire bottom is embedded by sawdust, fish can neither spawn nor feed; but it happens that such deposits do not form on their breeding places, nor is the area of their foraging ground appreciably diminished by their presence. Even in the half-emptied and now useless ponds, the current constantly scours out a central channel through the sawdust, leaving the bottom clear and pebbly; so that, in fact, these local beds are of no more detriment to the fish than so many submerged logs. The trout can range far and wide without encountering them at all. Yet, strange to say—that is, it must seem strange to those persons who take it for granted that sawdust kills fish—the most likely places for the larger trout are these self-same pebbly channels in the old ponds, along whose edges, despite a hundred freshets and ice-shoves, the persistent sawdust and tanbark lie in wind-rows so deep that the wader feels as if he were going to sink out of sight whenever he puts his foot into the yielding mass, every movement of which stirs up a broadening efflorescence which spreads for rods away, distributing itself throughout the stream.'

NUTRITIVE RELATIONS.

The connection between a few links in the chain of animal life was apparent enough in the decaying sawdust. Wood extracts supported bacteria, bacteria supported mosquito larvæ, and these again supported fish life. A similar relationship exists in nature. Leaves, branches, and trunks of dead trees are decomposing continuously in our forests. Their cell contents are dissolved out by rain and melting snow, and are in part carried away in streams and rivers. Bacterial life is abundant in all woodland streams, and must be important as food for aquatic insects. With the disappearance of our forests, the bacterial life of streams and rivers must change completely in character, and so must the insect life found along their course. And if the insect life dwindles or disappears, so must the fish life which subsists directly or indirectly upon it. But the great destroyer of fish life is man.

INFLUENCE OF MAN.

The Anglo-Saxon has always been a disturbing factor in the balance of life. Forests, game and fish all disappear with his arrival. To get good fishing or good hunting now-a-days one must travel back to unsettled districts. No one expects game to be plentiful along the settled shores of Lake Ontario, but many people are amazed that fish are not abundant in it. They still hug the pleasing delusion that if brooks have been overfished the fish hatchery can restock them. But with the disappearance of our forests it is exceedingly doubtful whether we can ever again, by all the help of hatcheries, overseers and fish commissioners, re-people the streams which have been depleted by man through deforestation and over-fishing. He has upset the balance of life; it can only be fully restored by a return to primitive conditions. When game, therefore, becomes plentiful on the streets of Ottawa city, fish will be equally abundant below the saw-mills of the Chaudière falls. The conditions are almost if not quite parallel.

ON THE BONNECHÈRE RIVER.

A final judgment cannot at present be pronounced upon the poisonous effects of sawdust. These effects must be studied near the mills and along the sawdust beds of various rivers. A three weeks' study of the Bonnechère river, a tributary of the Ottawa, much polluted with mill rubbish, led me to modify very considerably the conclusions which I had based upon my laboratory experiments. I visited the mill represented in two of the illustrations of this report fully expecting that not one fish could survive in such surroundings. But pike were abundant for miles below the mill, and fish (chub) could be caught any day along the side of the submerged driftwood. Stranger still, the fish so caught lived for three hours in a pailful of sawdust water drawn from the very centre of a sawdust bed. A few brook trout had been caught earlier in the season just below the mill when it was running. At the date of my visit, August 20, 1902, the mill had been closed for seven weeks and no sawdust was then passing into the river.

The owner of the mill furnished me with the data necessary to calculate the percentage of sawdust in the water passing his mill every twenty-four hours. The water contained ·004 per cent of sawdust by weight.

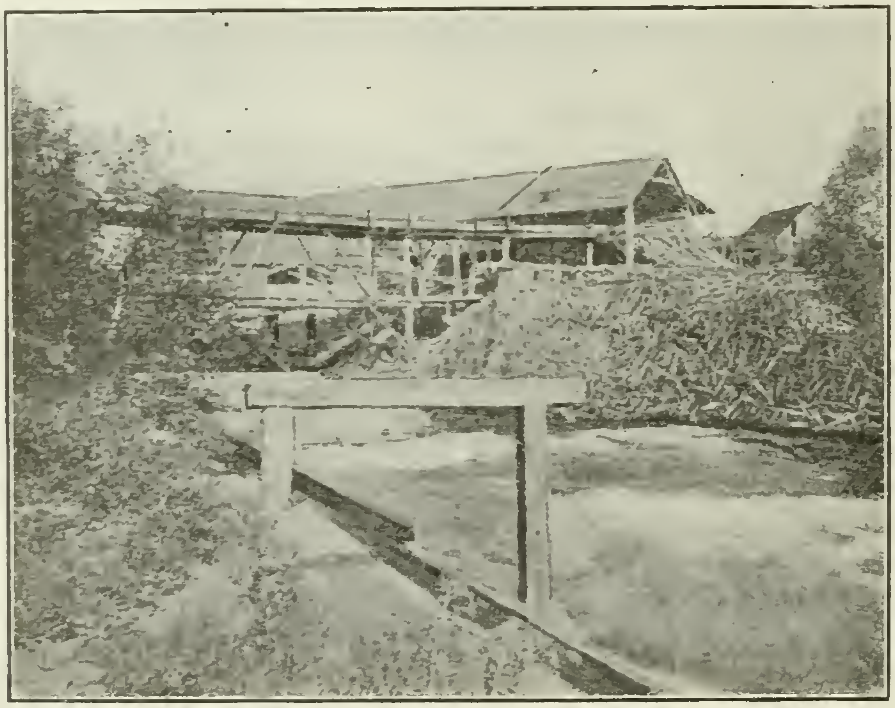

Fig. 5.—Sawmill on the Bonnechère River, a branch of the Ottawa. Sawdust and edgings pass into the river from the end of the mill.

Comparing this percentage with that in two of the laboratory experiments described on pages 42 and 43, we find that in one case two grams of white pine sawdust in 1,700 c.c. of fresh water, *i.e.*, ·12 per cent strength, soaking for five hours, killed a minnow in twenty-nine minutes; and in the other case a percentage of ·16 killed in ninety minutes. That is, there was forty times more water in proportion to sawdust in the Bonnechère river than in one of my laboratory experiments in which a minnow lived for ninety minutes.

The strength of a cup of tea depends upon the proportion of tea leaves to water. And in the same way, the extent to which any stream is polluted with sawdust depends mainly upon two things, viz., (1) the quantity of sawdust, and (2) the volume of water into which the sawdust is discharged. No stream, therefore, can be pronounced off-hand as poisoned by sawdust. Each stream must be studied by itself, and the varying conditions must be understood before a judgment can be pronounced.

Of course, the percentage of sawdust in the Bonnechère is a mere approximation, but it points unmistakably to the conclusion that the sawdust poured into the Bonnechère river is not destroying its fish life. Moreover, in Golden lake, an expansion of this same river, and ten miles above any saw-mill, lake trout used to be very abundant. Every October large numbers were caught in nets along their spawning beds. Now these spawning grounds are reported to be deserted by the fish, and certainly sawdust cannot be blamed for their disappearance. Higher up the river, in Round lake, the October fishing is still good, solely because there are fewer settlers and less fishing.

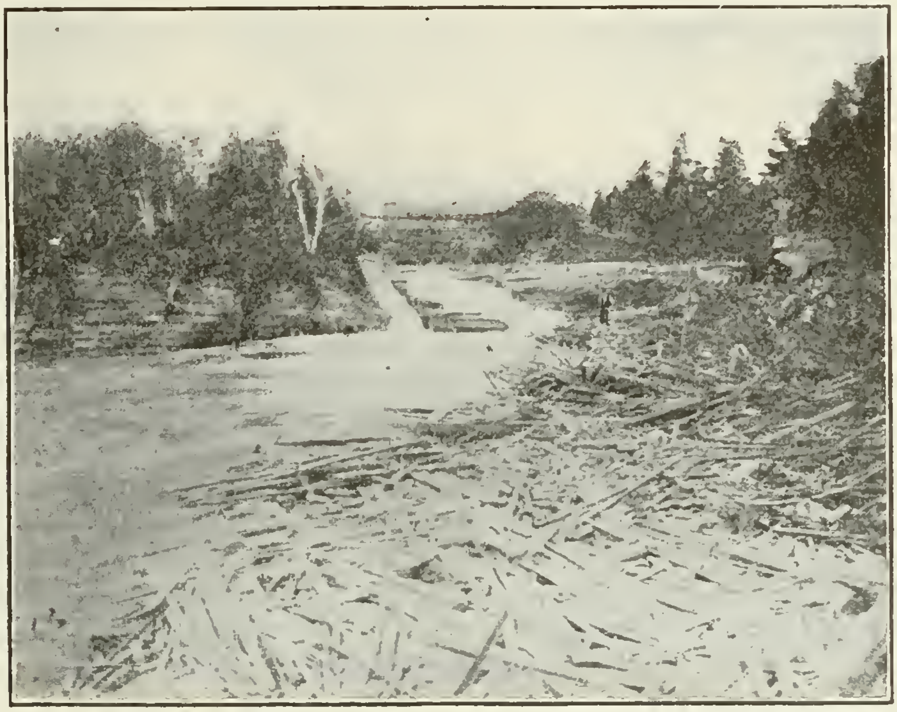

Fig. 6.—Slabs, edgings and sawdust, half-a-mile below the mill.

ON THE OTONABEE RIVER.

R. M. Dennistoun, Esq., K.C., of Peterborough, has finished the following interesting account of his observations on the Otonabee river:—

'When I was a boy I fished continuously in the river and caught small perches, chub, suckers, &c. A few years later no fish were caught in the river at all, and there were great beds of sawdust in all the slack water. About the year 1893, the Dominion Government absolutely prohibited the placing of sawdust in the river. At this time the little lake at Peterborough was a horrible place. The sawdust lay upon the bottom to the depth of 8 or 10 feet in some places, and the gases which were generated would suddenly burst upwards with such force as to render canoeing unpleasant and even dangerous. It took several years, after the placing of the sawdust in the river had been stopped, to wash out the accumulated deposits, but successive spring freshets accomplished this.

In a very few years we began to notice that small fish were returning; then came the large fish, and now we have excellent fishing for bass, in all parts of the river, right through the centre of the town of Peterborough. We have good maskinonge fishing in the little lake which is adjacent to the town, and which was formerly nearly filled with sawdust. I can now go down on a June morning to the river just below my house, and cast a fly with invariable success, and no amount of theory or argument would shake my knowledge of the fact that this is due entirely to the removal of the sawdust from the river. There are now several fishing clubs in Peterborough. The Peterborough Lock Company and the Canadian General Electric Company each has a fishing club composed of workmen from the factories. This will satisfy you that the fishing is now worth something.'

The conditions which Mr. Dennistown describes are quite different from those on the Bonnechere. On this river, below where I made my observations, there is a fairly rapid current for 5 or 8 miles, and no slack water or pools excepting at the Douglas dam. The rapid current aerates the water, promotes microbic action upon the wood extracts, and tends to self-purification, whereas on the Otonabee river, the conditions would approximate to those of decaying sawdust in a laboratory aquarium; fish not driven out of the 'slack' water and sluggish lake would lie killed by the poisonous extracts, or suffocated in the water which had lost its oxygen.

ON THE OTTAWA RIVER.

The question of whether the Ottawa river is so greatly polluted with sawdust as to diminish its fish life, has been much debated. Assertions could be obtained in abundance both *pro* and *con,* but assertions prove nothing. The indications are all against the popular idea that sawdust is destroying the fish of the Ottawa.

In the first place, we have the testimony of the chemist. Mr. A. McGill, B.A., assistant analyst in the Inland Revenue Department, in 1890, made an exhaustive series of analyses of the Ottawa river water at two different seasons of the year, and as a result of his investigations reported: 'As to the fitness of the Ottawa water for domestic uses, I may say that it contains nothing that must necessarily render it unwholesome.' If Mr. McGill could find nothing in the water that would be likely to harm human life, it is quite unlikely that fish would be injured by it. At any rate, no one has ever proved that Ottawa river water kills fish, and until this is proved, ordinary mortals may well be excused from believing it.

In the second place, many competent observers living along the banks of the Ottawa claim that fish are not injured by the mill rubbish that has for years been drifted into the river. Mr. W. C. Edwards, M.P., is one of these. Writing to me under date of July 19, 1902, he said. 'I have lumbered on the Ottawa river for thirty years, during which time I have never put sawdust or mill refuse into the stream. I have, however, observed what has been going on, and it is not my observation that sawdust has anything to do with deteriorating the number of fish in the river. We have the same kinds and about the same quantity of fish in the Ottawa as we had twenty-five years ago. We think a wonderful lot of nonsense has been preached with regard to this matter. Conditions may possibly be different in very small streams, but so far as the Ottawa is concerned, if we had double the saw-mills on it that it has, and if all the sawdust went into the stream, neither the fishing interests nor navigation to any appreciable extent would be injured.'

Mr. Hiram Robinson, president of the Hawkesbury Lumber Company, writes: 'While we were putting sawdust into the Ottawa at this place, I never knew fish to be affected by it, having frequently seen good sturdy fish caught in our ponds just below the mill.' Sawdust is not now drifted into the river by this company.

Taken along with the opinions of Professor Prince and Mr. S. T. Bastedo, the observations of Mr. Dennistoun upon the Otonabee river, and of Messrs. Edwards and Robinson upon the Ottawa show how necessary it is that a thorough investigation should be made into the whole subject.

My own conclusions, based upon laboratory experiments, may be summarized as follows:—

CONCLUSIONS.

1. Strong sawdust solutions, such as occur at the bottom of an aquarium, poison adult fish and fish fry, through the agency of compounds dissolved out of the wood cells.

2. The overlying water in such an aquarium does not at first kill fish. After about a week it does kill, but solely through suffocation, the dissolved oxygen having all been used up.

3. Bacteria multiply enormously throughout all parts of such an aquarium, and through oxidation change the poisonous extracts to harmless compounds. Mosquito larvæ live on the bacteria. No doubt, in natural pools, other aquatic insect larvæ live on bacteria also.

4. Subsequent aëration and sedimentation of sawdust water purify it, so that fish can live in it without injury.

5. Since adult fish and black bass fry both refused to be driven into pine extracts in the bottom of an aquarium after they had experienced its poisonous effects, we may infer that fish would desert a river much polluted with freshly made sawdust, going down stream and into tributaries to escape from the disagreeable influence of the sawdust extracts.

6. Further observations and studies along sawdust polluted streams and rivers in Canada are urgently needed before more definite conclusions can be reached. My own observations on the Bonnechere are not sufficient to enable me to form any conclusion that would be applicable to other rivers. In this connection I should like to quote Professor Prince again: 'Circumstances modify the effects of all forms of pollutions, so that waste matters which would be deadly in one river will pass away and prove of little harm in another, where the conditions are different.'

ACKNOWLEDGMENTS.

I must add finally, acknowledgment is due to Toronto University, the Public Library, Toronto, and the Canadian Institute, for the privilege of consulting their libraries in order to write the historical part of this report.

I am under special obligations to my colleague, Prof. J. C. Connell, M.A., M.D., for the large supply of minnows which he procured for me, and which were so indispensable for the laboratory experiments.

Dr. John Waddell and Mr. C. W. Dickson, M.A., both of the School of Mining, Kingston, rendered valuable aid in determining the amount of solid matter in sawdust water.

The Ontario Fisheries Department greatly facilitated my task on the Bonnechere by instructing their overseers to assist me in every way possible.

APPENDIX TO DR. KNIGHT'S REPORT ON SAWDUST AND FISH LIFE.

BACTERIOLOGICAL EXAMINATION OF SAWDUST WATER IN SHADE AND IN SUNSHINE.

Examination of sawdust water in aquarium made July 31, 1902.

Two agar plates made. The first averaged 3,300 colonies of bacteria per cubic centimetre. None of the colonies were spirilla which were present in large numbers in direct microscopic examination of the water. The chief colonies were those of a spore bearing bacillus, a variety evidently of B. Subtilis; also a few sarcinae, particularly one like Sarcina Lutea. The second plate averaged 3,570 colonies per cubic centimetre. In general characters they were the same as in the first plate.

August 4, 1902. Water in aquarium. Agar plates averaged 3,570 colonies per cubic centimetre. These were in all respects like those of July 31.

Same water in sunlight since July 31. Agar plates average 4,200 colonies per cubic centimetre. These colonies contain the same bacteria as in the aquarium water, but in fewer numbers. Further, there is present a fluorescent bacillus, making up half the number of colonies present.

August 8, 1902. Water in aquarium. Agar plates develop 7,870 colonies per cubic centimetre. These colonies are of the same type as those found on previous plates with the addition of about 1,000 colonies of B. Mesentericus Vulgatus per cubic centimetre.

Water in sunlight. Agar plates develop 37,070 colonies per cubic centimetre. These consist mainly of B. Fluorescens Liquescens; also of Sarcina Lutea, and an occasional colony of B. Subtilis.

W. T. CONNELL,
Prof. of Bacteriology.

V

THE DIATOMACEÆ OF CANSO HARBOUR, NOVA SCOTIA.

A PROVISIONAL LIST.

By Dr. A. H. Mackay, Superintendent of Education for Nova Scotia.

The following determinations of *Diatomaceæ* from Canso harbour were made from collections taken on September 10, 1902, just before leaving the Marine Biological Laboratory of Canada for the second and last time during the season. One collection was from the scrapings and washings of *Zostera marina* L. in the shallow water near the laboratory, the other from the drippings and washings of *Chorda filum* L. a few hundred yards to the east of the laboratory. In addition I was given a small vial of a schizonematous diatom growing in minute gelatinous colonies which mimic minute species of *ectocarpus,* &c., collected by Mr. C. B. Robinson on the piles of some of the wharves.

As my previous studies of the *Diatomaceæ* were confined to those found in fresh-water deposits, I required more time than I could afford to make a complete study of the rarer species in the collections before the date given me to complete my report. In addition I had the misfortune to be accidentally without any lens of higher power than a one-twelfth inch oil immersion, so that I was unable to make out some of the finer details necessary to determine some of the species, or to measure the number of striæ when more numerous than fifteen to ten microns.

My reference authorities are as follows: 1. 'Diatomaceen Typen-Platte,' No. 484 of J. D. Moller, Wedel in Holstein, April, 1878, containing about 400 types. 2. A. Schmidt's 'Atlas de Diatomaceenkunde,' up to plate 160. 3. George Karsten's 'Die Diatomeen der Kieler Bucht.' 4. Rabenhorst's 'Flora Europæa Algarum Aquæ Dulcis et Submarinæ.' 5. Van Heurck's 'Synopsis (et Atlas) des Diatomées de Belgique.' 6. Peragallo's 'Diatomées Marines de France,' in 'Le Micrograph Préparateur' to date. 7. Wolle's 'Diatomaceæ of North America.' 8. 'Le Diatomiste,' volumes I. and II., 1890 to 1896. 9. 'Diatomées Fossiles du Japon' by Brun of Geneva and Témpere of Paris. 10. 'Diatomées des Alpes et du Jura et de la Region Suisse et Francaise des Environs de Geneve,' par J. Brun.

A few plankton forms were taken in the collections and also some fresh-water species. But from the *Chorda filum* the great mass consisted of *Striatella unipuncta* Ag. and *Licmophora Lyngbyei* (Kg.) Grun., forming more than 90 per cent probably of the whole mass of diatomaceous material. Several species were seen but lost before determination. I, therefore, present the following list as a provisional one; and propose to still further examine the material from Canso, and to supplement it by a study of the *Diatomaceæ* of Halifax harbour, which I am in a position to be able to explore with more convenience.

The dimensions—length and breadth of valve—are given in microns, which for the sake of compactness are expressed simply in figures. Likewise, the number of striæ, ribs or rows of pearls in 10 microns are given in figures simply.

PROVISIONAL LIST.

1. Amphora ———————— (?).
2. Cymbella ———————————— (?).
3. Stauroneis anceps Ehr., 18 × 6. One specimen.

4. Stauroneis ventricosa Kg., 45 × 9. One specimen.

5. Navicula viridis Kg., 100 × 18, Ribs 7 or 8 to 10 microns. Only one specimen.

6. Navicula acuminata W.S., 87 × 10, Striæ very fine. One specimen.

7. Navicula cancellata Donk., 52 × 24 to 58 × 26. About 40 ribs, 6 to 10 microns. In *Chorda filum* collection.

8. Navicula distans W.S., Fragments. Striæ 4 or 5. Two specimens.

9. Navicula didyma Ehr., 45 × 19 to 70 × 25. Striæ about 8. The dimensions are more fully expressed as follows, ranging from 45 × (19:16:19) to 70 × (25:19:25), the middle figure within the bracket indicating the breadth at the middle. Common in the *Zostera* collection.

10. Navicula entomon Ehr., 39 × (14:9:14) to 77 × (24:17:24). Striæ 10 or 11. Not so common as *N. didyma* in the *Zostera* collection.

11. Navicula Smithii Breb., 67 × 40 to 70 × 42. Striæ 6 or 7. Not common.

12. Navicula forcipata Grev., 45 × 20. Rare.

13. Navicula aspera Ehr., 100 × 24 to 120 × 25. Striæ from 19 to 13. Somewhat common.

14. Navicula Baileyana A. S., Var. (?). 63 × 33. Striæ 9 or 10. This may be a variety of the following. One specimen.

15. Navicula marina Ralfs., 80 × 33. Striæ 9. One specimen.

16. Navicula corymbosa Ag., 21 × 3.5 to 27 × 5.5. Striæ very fine. Averaging 24 × 5. They grew massed on filamentous fronds of gelatine which subdivide like minute branching olive colored seaweed, attached to the piles supporting the wharves. This is a *Schizonema* of the older writers, and does not appear to be very different from the following species, according to Rabenhorst. Karsten differentiates them more widely.

17. Navicula ramosissimum Ag., 30 × 4.5 to 30 × 6. Striæ 13. Found with the above, of which it may be a variety.

18. Navicula mollis W.S., 40 × 6. Found sparingly with the above; but whether it is a distinct species or not is a matter of doubt.

19. Navicula pelliculosa (Breb.) Hilse., 13 × 11. Striæ invisible with a one-twelfth oil immersion lens.

With further study the last four determinations may require to be revised. A stronger lens and a study of the plants in their habitat may give additional information. There appears to be a lack of agreement in important particulars between the ideas held of these species by several of the authorities named above.

20. Pleurosigma decorum W.S., 220 × 27 to 240 × 35. Oblique striæ cutting at about 70°. Oblique striæ 12 or 13; horizontal about 15 ±.

21. Pleurosigma Aestuarii S.W., 97 × 23. Striæ just visible in the one-twelfth. This looks also very much like *Pl. latum*, Cl. as figured and described by Peragallo. One specimen observed.

22. Pleurosigma Balticum W.S., 270 × 30. Several specimens seen.

23. Rhoicosigma ——————————— (?).

24. Rhoicosphenia curvata (Kg.) Grun. Var. marinum, 30 × 12 to 35 × 12. Striæ 15 ±.

25. Achnanthes subsessilis Kg., 56 × 9 to 60 × 20. Striæ 8 or 9. Not very rare.

26. Achnanthes longipes Ag., 80 × 33. Large striæ 6 in 10 microns with two rows of pearls between each. Small striæ about 14. Rare. Found only with the *Navicula corymbosa* material.

27. Cocconeis scutellum Ehr., 20 × 12 to 27 × 18. Rows 12. Very common.

28. Cocconeis costata Greg., 11 × 6 to 18 × 7.5. Striæ about 10. Common. Can hardly be a variety of the preceding species.

29. Cocconeis ambigua Grun., 12 × 5 to 13 × 7. Doubtful.

30. Eunotia ————— (?)., 69 × (5:6:7:6:5). Striæ 13. Comes near *Eunotia pectinalis* (Kg.) Rab.; but the centre is swollen symmetrically both above and below the general arch. That is the ends are about 5 microns, the general length about six microns thick, while the middle swells abruptly to about 7 microns in thickness.

31. Eunotia ———— (?)., 21 × 14, striæ about 15. One specimen.

32. Synedra affinis (Kg.), 75 × (3.5:4:3.5) to 90 × 3.5, Striæ 13. Not uncommon in *Chorda* collection.

33. Synedra Gallionii, Ehr., 240 × (6:7:6) to 300 × (7:8:7). Striæ 10 or 11. Rather common in *Chorda* and also *Zostera* collections.

34. Synedra crystallina (Lyngb.) Kg., 375 × (9:8:11:8:9) to 600 × (10:8:13:8:10). Striæ 15 +. Common.

35. Synedra fulgens (Kg.) W. S., 240 × (9:7:10:7:9) to 340 × (10:8:12:8:10). Striæ 12 to 14 or more. Karsten's *S. crystallina* does not appear to agree with Moller's type nor with the descriptions and figures in Van Heurck and Wolle, for instance. Van Heurck's *S. fulgens* is practically a reduced *S. crystallina*. Many of the specimens in these collections where *S. fulgens* is very common, while retaining the general shape of the larger species, have the striation generally coarser instead of finer. At least this appears from a large number of estimates if not exact measurements which I noted.

36. Synedra undulata (Bailey) Greg. 550 × (7:4:9:4:7). Striæ about 12. Only one specimen of this splendid species has been noted, and it is in close agreement with the type.

37. Homœocladia capitata H. L. S. 22 × 3. Striæ 12 ±. From its smallness the determination of this species may be considered doubtful.

38. Fragillaria hyalina (Kg.) Grun. (?).

39. Fragillaria Pacifica, Grun. 25 × 6. Striæ 15. (?).

40. Fragillaria amphicephala Ehr. 45 × 11. Striæ not visible in the 1-12. Doubtful, as only one specimen was noted.

41. Licmphora Lyngbyei (Kg.) Grun. 40 × (12:3) to 60 × (24:3) to 80 × (8:2). Striæ about 15 or less. This is the species which next to *Striatella unipuncta* is the most abundant in the *Chorda* collection. It is possible that the variations of proportion observed may be too great for combination into one species. A separation of the species, if there are more than one, requires more investigation of the plants in their habitat.

42. Licmophora ————(?). Somewhat ovate-fan shaped like *Podosphenia Baileyi* of Edwards. Roundish but drawn at the base into a cuneate stem. Height and breadth varying from 40 × 25 to 50 × 28 to 54 × 33 to 66 × 47 to 67 × 45. A central line, sometimes doubled runs like the midrib of a leaf through the delicate frond which generally shows under the 1-12 oil immersion, a faint striation at right angles to the midrib, which striation becomes fainter as it ascends until it becomes invisible before the middle of the frond is reached. It does not appear to be strongly silicified, for prolonged boiling in nitric acid decomposes it. When heated on the cover glass before being mounted in balsam it is more or less distorted. Lack of time has prevented my complete study of the form; so that I can merely say it may be a diatom, and it may not.

43. Grammatophora marina (Lyngb.) Kg. 30 × 10 to 40 × 15 to 42 × 9. Striæ often not visible in the 1-12th. Common.

44. Grammatophora Oceanica Ehr. 54 × 9 to 70 × 15 to 75 × 12. Striæ invisible. Not uncommon. Looks often like *Gr. stricta,* Ehr.

45. Grammatophora ———— (?) 30 × 15 to 45 × 16. Striæ: 12 to 13. Like a variety of *Gr. angulosa* Ehr., or of *Gr. serpentina* Ehr. with the serpentine line shortened to three undulations—a Greek *e* depending from a stemmed hook.

46. Striatella unipuncta Ag. Valves 60 × 18 to 80 × 20 to 87 × 24. Groups 78 to 107 microns across. The most abundant diatom, especially in the *Chorda* collection.

47. Rhabdonema arcuatum Kg. Valves 30 × 14 to 57 × 30 to 70 × 21. Groups across valves 54 to 73 to 105. Striæ 6 to 8. Common.

48. Nitzschia punctata (W.S.) Grun., 44 × 18 to 50 × 18. Rows of pearls 8 to 10 microns. With the *N. corymbosa* collection.

49. Nitzschia vermicularis (Kg.) Grun., 165 × (9:12:9 to 175 × 13 to 210 × (7.5:9.5:7.5). Pearls about 7.

50. Nitzschia lanceolata W. S., 140 × 12. Pearls about 6 to 10 microns. One specimen in *Zostera* collection.

51. Nitzschia plana W. S., 150 × 17. Striæ (coarse and fine) 7 and 18. One specimen noted.

52. Nitzschia Sigma W. S. Var. intercedens Grun., 280 × 8 to 295 × 15. Striæ about 6. Not uncommon.

53. Nitzschia Closterium W. S., 120 × 6. Not strongly silicified.

54. Nitschia paradoxa Grun., 100 × 5. An interesting plankton species.

55. Surirella Gemma Ehr., 108 × 50. Costæ 2 or 3 to 10 microns. One specimen.

56. Campylodiscus decorus Breb. One specimen.

57. Campylodiscus————————(?). Suborbicular, 50 microns in diameter. Marginal costæ against larger and smaller parts of circumference about 2 or 2.5 to 10 microns. Subcentral area 50 × 22 with striæ running from ends of costæ into a slightly curved and eccentric diameter line; 10 striæ to 10 microns. Approaches *C. Thuretii* Breb. and *C. Samoensis* Grun. Van Heurck's description of *C. Thuretii* applies exactly to the specimen, although the figure given in the Atlas shows something like three pseudoraphes instead of the one referred to above as the curved excentric diameter.

57. Chætoceros Janischianum (?). A plankton form of which one specimen was observed in a mount from one of the collections.

58. Melosira distans Ag. Diameters 9 to 14. Length of joints 5 to 7.

59. Melosira sulcata Kg. (?).

60. Melosira sculpta Ehr., 21 to 24 in diameter. Joints or frustules 5 to 6.

61. Melosira granulata (Ehr.) Ralfs. 18 to 22 in diameter, 48 points around circumference of frustule. Frustule 18 × 6. Rows of granules 9 in 10 microns.

62. Melosira nummuloides Ag. Diameter 12 to 27 microns. Quite abundant in the *N. corymbosa* material. Very faint, irregular and defective longitudinal wavy striations, closer than one micron when not defective, just visible on the frustules.

63. Biddulphia aurita (Lyngb) Breb. (12 + 15 + 10) × 16.5, (12 + 18 + 12) × 24, (12 + 14 + 11) × 27, (10 + 12 + 11) × 30. Rows of points about 10 in 10 microns, and uniform over middle segment and end segments. The type of this species in Moller's Typen-Platte, has larger granules or points on the domed end segments.

64. Biddulphia Roperiana Grev. (14 + 28 + 12) × 37 to (18 + 23 + 13) × 62. Rows of points about 7 to 8 on cylinder, more crowded on domes. These two last species are not uncommon; and they look so much alike that it is a question if they should not be considered two varieties of the same species.

65. Triceratium ————————(?). Specimen 12 microns in diameter.

66. Auliscus ————————(?) One specimen seen but lost.

67. Actinoptychus undulatus Ehr. (?).

68. Actinocyclus ————————(?). Diameter 45 microns.

69. Hyalodiscus subtilis, Bailey. Diameter 24 to 27. Dark center 8 to 10.

69. Cyclotella operculata Kg. (?). Diameter 12 microns.

70. Coscinodiscus radiatus Ehr. Rare.

71. C. robusta Grev. Fragment. Each alveolus 3 microns in diameter.

72. C. excentricus Grun. (?). Diameter 25 microns.

73. C. concavus Ehr. (?) 45 microns in diameter.

VI

REPORT ON THE FLORA OF CANSO, NOVA SCOTIA.

BY PROF. JAMES FOWLER, LL.D., F.R.S.C., QUEEN'S UNIVERSITY, KINGSTON.

During the summer of 1901 the writer enjoyed the privilege of spending a part of the season (June 28 to August 26) at Canso, N.S., collecting specimens of the flora occurring in the neighbourhood. Through the kindness of Professor Ramsay Wright, assistant director, who had charge of the Biological Laboratory, he was furnished with table, room and other conveniences, and was thus enabled to make it his headquarters during his visit to the locality. The town of Canso is situated on the most eastern point of the mainland of North America south of Labrador, at the entrance to Chedabucto bay, on the sixtieth degree of longitude, and nearly due south of the town of Arichat on Isle Madame. It is consequently exposed to the cool, damp winds and frequent fogs of the Atlantic coast. The district around is composed very largely of barren rocks and bogs varied by the presence of a few huge mounds of glacial debris. Two of these, rising respectively to the height of 119 and 117 feet, furnish an imposing background to the eastern part of the town. Every visitor who wanders over these heights on a clear summer day must be impressed by the grandeur of the view. Northwards the eye wanders over a vast extent of sea and islands across the bay to Isle Madame in Cape Breton; on the west and south the expanse of rock and bog and hill stretches away to the distant horizon, and on the east a few islands lie near the shore, and the great ocean stretches away beyond. The large number of fishing vessels and boats in the harbour at all times give it a very lively and pleasing appearance.

PECULIARITIES OF THE VEGETATION.

1. The first peculiarity that attracts the attention of the visitor, especially if he is interested in botanical pursuits, is the almost total absence of trees as far as the eye can see. No shade trees are planted, their absence being abundantly compensated for by the cool sea breezes and fogs. Two species of European Willows (*Salix viminalis, L.,* and *S. fragilis,* L.) are common near dwelling houses and seem to have been introduced by the early settlers. The ancient forest has been all cleared away by the axe and the fires of previous generations, and over a large area only bare rocks and intervening bogs greet the eye. The glacial mounds, mentioned above, constitute nearly the whole of the cultivated land and have been partially transformed into grass fields. At Hazel Hill, about a mile and a half distant, the prospect is much more cheerful. The beautiful houses erected by the Commercial Cable Company for their employees, are situated on the side of a hill, and command an extensive view of hills and lakes and barren plains and bogs.

2. Another notable characteristic is the prevalence of low, stunted forms of vegetation, not only on the rocks, but on the shores and the hillsides. Herbaceous species which should attain a height of two or three feet are dwarfed to a few inches, except in specially sheltered positions. The most common species of pine (*Pinus divaricata,* Ait., *P. Banksiana,* Lambert) sends down its roots into the clefts of the rocks and spreads over the surface, producing abundance of flowers and cones before it attains

a height of three feet above the ground. Spruce and fir trees, only a few feet in height, produce thick, strong trunks to resist the winter gales to which they are exposed, and furnish a suitable shelter around their base for a few lowly forms such as the Twin-flower (*Linnœa borealis,* L.) and the little wintergreen (*Pyrola secunda pumila,* Gray.) The prostrate form of the Juniper (*Juniperus nana,* Willd), the Crowberry (*Empetrum nigrum,* L.) and two species of cranberries are exceedingly abundant, where suitable ecological conditions prevail. In exposed situations, where other plants are often wanting, the three-toothed cinque-foil (*Potentilla tridentata,* Ait.) often covers the surface and continues flowering during the whole summer. Portions of many of the bogs are brilliant with the pitcher plant (*Sarracenia purpurea,* L.) or with the two beautiful orchids *Limodorum tuberosum,* L., and *Arethusa bulbosa,* L. The Baked-Apple Berry (*Rubus Chamæmorus,* L.) is also exceedingly abundant. The bogs are covered with various species of Sphagnum, whilst a few native grasses, intermingled with imported species, form a thick sward, wherever sufficient soil exists to secure a foothold.

3. The exceedingly small number of introduced weeds in the town and the neighbouring districts is another striking peculiarity. No large areas occur covered with buttercups (*Ranunculus acris,* L.) or Dandelions, as in many districts in the Dominion. Even thistles are confined to a very few exceedingly limited spots. Only a single specimen of *Senecio Jacobœa,* L. (the stinking Willie of Pictou), which is such a pest to the farmers in some other localities, especially in the county of Pictou, was seen during the whole season. The sheep sorrel (*Rumex Acetosella,* L.) so abundant elsewhere was difficult to find. In a small patch of wheat near Hazel Hill—the only patch seen in the neighbourhood, the common Corn Spurrey (*Spergula arvensis,* L.) had found a temporary foothold, having been sown, no doubt, with the grain. The Ox-eye Daisy (*Chrysanthemum Leucanthemum* L.) and the Plantain (*Plantago major,* L.) were probably the most abundant of the introduced weeds. The field mustard (*Brassica arvensis,* L.) which has taken possession of many farms in Ontario, was only conspicuous by its almost complete absence.

CAUSES OF THE SMALL NUMBER OF SPECIES.

The existence of these peculiarities naturally suggests inquiry into the causes to which they owe their existence. The following seem to be the most influential factors producing the present condition of the vegetation:—

1. 'A very high authority on the natural sources of our Dominion once explained to Lord Lansdowne, in answer to an inquiry, that the chief industry of Canadians was the destruction of forests.'* The early settlers were compelled by force of circumstances to fell the forests to procure materials for buildings, and also for fuel. Fires are always necessary for the clearing of land, and generally spread over the whole area where brush or fallen trees furnish combustible supplies. Where the soil is thin, or consists of humus produced by decaying vegetation, the whole surface may be destroyed, and only bare rock remain where a dense forest growth had previously existed. At the present time, whenever a young tree attains sufficient size to be of any service for any purpose it is immediately cut down and removed. The destruction of the trees necessarily involves the destruction of all the species of plants that grow under their shade, and of all the mosses, lichens and fungi that find a congenial home on their trunks and roots. The exposure of the rocky surfaces to the fierce winds of winter prevent the growth of even the lowest forms of vegetation, except in sheltered situations. These facts account for the small number of native species occurring in the neighbourhood.

2. Very little cultivated land exists in the neighbourhood of the town. A few grass fields on the glacial mounds, and a very limited number of gardens, constitute

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* W. H. Muldrew, Sylvan, Ontario, p. 3.

the whole area subject to cultivation. As a consequence, no importation of foreign grains with their accompanying weeds takes place. The lack of railway communication also prevents the introduction of the many species of weeds which travel by train, and accounts in a large measure for the fact that so few foreign plants have reached the locality.

3. The domestic animals enjoy the liberty of the streets and wander over the uncultivated lands at will, appropriating every vegetable product suited to their taste. The species of plants fitted for their food are consequently subjected to a severe struggle for existence, and only a few are successful in finding defensive retreats among the rocks, thus securing a precarious tenure of life.

4. The most important ecological factors are the chill sea breezes and the Atlantic fogs. These prevent the growth of many species of plants found in other parts of the province where the average temperature and the amount of sunshine during the summer months are much greater. The ice floes, brought down by the current from the north in spring, lower the temperature of the sea waters and of the atmosphere above them, whilst the heated plains and fields of the interior attract the cool breezes to fill the vacancy produced by the ascending aerial currents. The situation of Canso exposes it to the full influences of the winds from the Atlantic, and renders it a pleasant retreat for those who flee from the heated towns of the interior or of the south.

LIST OF PLANTS COLLECTED AT CANSO, NOVA SCOTIA, JUNE 29 TO AUGUST 24, 1901.

By Prof. James Fowler.

Note.—The nomenclature is that of Brown and Britton, Illustrated Flora.

I. Ranunculaceæ.

1. Coptis trifolia (L.) Salisb.
2. Oxygraphis Cymbalaria, Prantl.
3. Ranunculus acris, L.
4. Ranunculus repens, L.
5. Thalictrum polygamum, Muhl.

II. Nymphaeaceæ.

6. Castalia odorata, Woodv.
7. Nymphæa advena, Soland.

III. Sarraceniaceæ.

8. Sarracenia purpurea, L.

IV. Cruciferæ.

9. Brassica arvensis (L.), B.S.P.
10. Bursa Bursa-pastoris, Britton.
11. Cakile edentula (Bigel.), Hook.

V. Violaceæ.

12. Viola blanda, Willd.

VI. *Caryophyllaceæ.*

13. Alsine graminea, (L.) Britton.
14. Alsine media, L.
15. Ammadenia peploides.
16. Cerastium vulgatum, L.
17. Moehringia lateriflora, L.
18. Sagina nodosa, (L.) Fenzl.
19. Sagina procumbens, L.
20. Spergula arvensis, L.
21. Tissa marina, (L.) Britton.
22. Tissa rubra, (L.) Britton.

VII. *Hypericaceæ.*

23. Hypericum Canadense, L.
24. Triadenum Virginicum, (L.) Raf.

VIII. *Geraniaceæ.*

25. Oxalis Acetosella, L.

IX. *Ilicineæ.*

26. Ilex verticillata, (L.) Gray.
27. Ilicioides mucronata, (L.) Britton.

X. *Sapindaceæ.*

28. Acer rubrum, L.

XI. *Leguminosæ.*

29. Lathyrus palustris, L.
30. Trifolium pratense, L.
31. Trifolium repens, L.
32. Vicia Cracca, L.

XII. *Rosaceæ.*

33. Amelanchier alnifolia, Nutt.
34. Amelanchier Canadensis, L.
35. Aronia nigra, Britton.
36. Crataegus oxyacantha, L.
37. Fragaria Virginiana, Mill.
38. Potentilla Anserina, L.
39. P. Canadensis, L.
40. P. Monspeliensis, L.
41. P. tridentata, Soland.
42. Prunus Pennsylvanica, L.
43. Rosa humilis lucida, Best.
44. Rubus Americanus, (Pers.) Britton.
45. R. Canadensis, L.
46. R. Chamaemorus, L.
47. R. hispidus, L.
48. R. strigosus, Michx.
49. R. villosus, Ait.
50. R. villosus frondosus, Bigel.
51. Sorbus Americana, Marsh.
52. S. sambucifolia, Roem.

XIII. Saxifragaceæ.

53. Ribes oxyacanthoides, L.
54. R. prostratum, L'Her.

XIV. Crassulaceæ.

55. Sedum roseum, (L.) Scop.

XV..Droseraceæ.

56. Drosera intermedia, Hayne.
57. D. rotundifolia, L.

XVI. Onagraceæ.

58. Chamaenerion angustifolium, Scop.
59. Circæa alpina, L.
60. Epilobium lineare, Muhl.

XVII. Umbelliferæ.

61. Ligusticum Scoticum, L.

XVIII. Araliaceæ.

62. Aralia hispida, Vent.
63. A. nudicaulis, L.

XIX. Cornaceæ.

64. Cornus Canadensis, L.

XX. Caprifoliaceæ.

65. Diervilla Diervilla, (L.) McM.
66. Linnæa borealis, L.
67. Viburnum cassinoides, L.

XXI. Rubiaceæ.

68. Galium tinctorium Labradoricum, Weigand.
69. Mitchella repens, L.

XXII. Compositæ.

70. Achillea Millefolium, L.
71. A. Ptarmica, L.
72. Ambrosia artemisiæfolia, L.
73. Anaphalis margaritacea, Benth. and Hook.
74. Anthemis Cotula, L.
75. Aster acuminatus, Michx.
76. A. nemoralis, Ait.
77. A. Radula, Ait.
78. Carduus arvensis, (L.) Rob.
79. C. lanceolatus, L.
80. Chrysanthemum Leucanthemum, L.
81. Doellingeria umbellata, Nees.
82. Euthamia graminifolia, Nutt.
83. Gnaphalium uliginosum, L.
84. Leontodon autumnale, L.
85. Nabalus albus, (L.) Hook.
86. N. trifoliolatus, Cass.

XXII. Compositæ—Concluded.

87. Senecio Jacobæa, L.
88. S. vulgaris, L.
89. Solidago juncea, Ait.
90. S. neglecta, Torr. and Gray.
91. S. puberula, Nutt.
92. S. Purshii, Porter.
93. S. rugosa, Mill.
94. Taraxacum Taraxacum, Karst.

XXIII. Lobeliaceæ.

95. Lobelia Dortmanna, L.

XXIV. Campanulaceæ.

96. Campanula rotundifolia, L.

XXV. Ericaceæ.

97. Chamædaphne calyculata, (L.) Mœnch.
98. Chiogenes hispidula, (L.) Torr. and Gray.
99. Gaultheria procumbens, L.
100. Gaylussacia dumosa, (Andr.) T. and G.
101. G. resinosa, (Ait.) Torr. and Gray.
102. Kalmia angustifolia, L.
103. Ledum Groenlandicum, Œder.
104. Moneses uniflora, (L.) Gray.
105. Monotropa uniflora, L.
106. Oxycoccus macrocarpus, Pers.
107. O. Oxycoccus, (L.) MacM.
108. Pyrola secunda pumila, Paine.
109. Rhodora Canadensis, L.
110. Vaccinium Canadense, Richards.
111. V. Pennsylvanicum, Lam.
112. V. Vitis-Idæa, L.

XXVI. Primulaceæ.

113. Glaux maritima, L.
114. Lysimachia terrestris, (L.) B.S.P.
115. Trientalis Americana, Pursh.

XXVII. Gentianaceæ.

116. Limnanthemum lacunosum, Griesbach.

XXVIII. Borraginaceæ.

117. Pneumaria maritima, (L.) Hill.

XXIX. Solanaceæ.

118. Solanum Dulcamara, L.

XXX. Scrophulariaceæ.

119. Chelone glabra, L.
120. Euphrasia Americana, Wettst, var. Canadensis, (Townsend) Robinson.
121. Melampyrum lineare, Lam.
122. Rhinanthus Crista-Galli, L.
123. Veronica serpyllifolia, L.

XXXI. Lentibulariaceæ.

124. Utricularia cornuta, Michx.

XXXII. Labiatæ.

125. Galeopsis Tetrahit, L.
126. Lycopus Virginicus, L.
127. Prunella vulgaris, L.
128. Scutellaria galericulata, L.

XXXIII. Plantaginaceæ.

129. Plantago major, L.
130. P. maritima, L.

XXXIV. Chenopodiaceæ.

131. Atriplex hastata, L.
132. Dondia maritima, (L.) Druce.
133. Salicornia herbacea, L.
134. Salsola Kali, L.

XXXV. Polygonaceæ.

135. Polygonum aviculare, L.
136. P. Hydropiper, L.
137. P. Persicaria, L.
138. P. sagittatum, L.
139. Rumex acetosella, L.
140. R. occidentalis, S. Watson.

XXXVI. Euphorbiaceæ

142. Euphorbia Cyparissias, L.

XXXVII. Myricaceæ.

142. Comptonia peregrina, (L.) Coulter.
143. Myrica Carolinensis, Mill.
144. M. Gale, L.

XXXVIII. Cupuliferæ.

145. Alnus crispa, (Ait.) Pursh.
146. A. incana, Willd.
147. Betula papyrifera, Marsh.

XXXIX. Salicaceæ.

148. Populus tremuloides, Michx.
149. Salix Bebbiana, Sarg.
150. S. fragilis, L.
151. S. viminalis, L.

XL. Empetraceæ

152. Empetrum nigrum, L.

XLI. *Coniferæ.*

153. Abies balsamea, (L.) Mill.
154. Juniperus nana, Willd.
155. Larix laricina, Koch.
156. Picea Mariana, (Mill.) B.S.P.
157. Pinus divaricata, (Ait.) Sudev.
158. Taxus minor, (Michx.) Britton.

XLII. *Orchidaceæ.*

159. Arethusa bulbosa, L.
160. Gyrostachys gracilis, Bigel.
161. G. Romanzoffiana, Cham.
162. Habenaria blephariglottis, Willd.
163. H. clavellata, (Michx.).
164. H. obtusata, (Pursh.) Richards.
165. Limodorum tuberosum, L.

XLIII. *Iridaceæ.*

166. Iris Hookeri, Penny.
167. I. versicolor, L.
168. Sisyrinchium angustifolium, Mill.

XLIV. *Liliaceæ.*

169. Clintonia borealis, (Ait.)
170. Unifolium Canadense, Greene.
171. Vagnera trifolia, (L.) Morong.

XLV. *Juncaceæ.*

172. Juncus Balticus, Willd.
173. J. bufonius, L.
174. J. Canadensis brevicaudatus, Engl.
175. J. effusus, L.
176. J. pelocarpus, E. Meyer.
177. J. tenuis, Willd.
178. Juncoides campestre, (L.)
179. J. pilosum, (L.).

XLVI. *Typhaceæ.*

180. Sparganium androcladum, (Engelm.) Morong.
181. S. simplex, Huds.

XLVII. *Naiadaceæ.*

182. Triglochin maritima, L.
183. Zostera marina, L.

XLVIII. *Eriocauleæ.*

184. Eriocaulon septangulare, With.

XLIX. *Cyperaceæ.*

185. Carex abacta, Bailey.
186. C. aquatilis, Wahl.
187. C. Atlantica, Bailey.
188. C. canescens, L. var, disjuncta, Fernald.
189. C. crinita, Lam.
190. C. deflexa, Hornem.
191. C. echinata excelsior, Fernald.
192. C. exilis, Dewey.
193. C. Goodenovii, J. Gay.
194. C. leptalea, Wahl.
195. C. Magellanica, L.
196. C. maritima, Muller.
197. C. pauciflora, Lightf.
198. C. scoparia, Schk.
199. C. scoparia, var. moniliformis, Tuck.
200. C. sterilis, Willd.
201. C. sterilis cephalantha, Bailey.
202. C. stricta, Lam.
203. C. tenera, Dewey.
204. C. tenuis, Rudge.
205. C. tribuloides, Wahl.
206. C. trisperma, Dewey.
207. Eleocharis acicularis, (L.)
208. E. tenuis, Willd.
209. Eriophorum alpinum, L.
210. E. vaginatum, L.
211. E. virginicum, L.
212. Rhynchospora alba, (L.)
213. Scirpus cæspitosus, L.
214. S. cyperinus, (L.) Kunth.
215. S. lacustris, L.

L. *Gramineæ.*

216. Agropyron repens, (L.) Beauv.
217. Agrostis alba, L.
218. A. hyemalis, (Walt.) B.S.P.
219. Alopecurus geniculatus, L.
220. A. pratensis, L.
221. Ammophila arenaria, (L.) Link.
222. Anthoxanthum odoratum, L.
223. Calamagrostis Canadensis, (Michx.) Beauv.
224. Danthonia spicata, (L.) Beauv.
225. Deschampsia flexuosa, (L.) Trin.
226. Elymus arenarius, L.
227. Festuca ovina duriuscula, (L.)
228. Hordeum jubatum, L.
229. Phleum pratense, L.
230. Poa annua, L.
231. P flava, L.
232. P. pratensis, L.
233. Panicularia Canadensis, (Michx.) Kuntze.
234. Spartina glabra, Muhl.
235. S. patens, (Ait.) Muhl.

LI. *Equisetaceæ.*

236. Equisetum arvense, L.

LII. *Filices.*

237. Dicksonia punctilobula, Gray.
238. Dryopteris Noveboracensis, Gray.
239. D. spinulosa, (Ketz) Kuntze.
240. D. intermedia, (Muhl.) Underw.
241. Osmunda cinnamomea, L.
242. O. regalis, L.
243. Pteris aquilina, L.

LIII. *Lycopodiaceæ.*

244. Lycopodium obscurum, L.

LIV. *Hepaticæ.*

245. Marchantia polymorpha, L.
246. Ptilidium ciliare, Nees.

LV. *Sphagnaceæ.*

247. Sphagnum acutifolium, Ehrh.
248. S. purpureum, Schifp.
249. S. cymbifolium, Ehrh.
250. S. recurvum pulchrum, Lind.
251. S. rubellum, Wilson.

LVI. *Bryaceæ.*

252. Ceratodon purpureus, Brid.
253. Climacium dendroides, Web. and Mohr.
254. Dicranella heteromalla, Schimp.
255. Dicranum majus, Turn.
256. D. scoparium, Hedw.
257. Fontinalis Dalicarlica, B. and S.
258. Leucobryum vulgare, Hampe.
259. Polytrichum commune perigoniale, B. and S.
260. Racomitrium lanuginosum, Brid.

LVII. *Lichenes.*

261. Alectoria jubata, L.
262. Cladonia cornuta, Fr.
263. C. cristatella, Tuck.
264. C. pyxidata, (L.)
265. C. rangiferina alpestris, L.
266. Parmelia saxatilis, L.
267. Theloschistes parietinus, (L) Norm.
268. Umbilicaria Muhlenbergia, Ach.
269. U. pustulata papulosa, Ach.
270. Usnea barbata, Fr.

LVII. *Algæ*

271. Agarum Turneri, Post. and Rupr
272. Ahnfeldtia plicata, Fries.
273. Alaria Pylaii, Grev.
274. Bangia atropurpurea, (Dill.) Ag.
275. Chondrus crispus, L.
276. Chorda filum, Stack.
277. Chordaria flagelliformis, Ag.
278. Cladophora glaucescens, (Griff.) Harv.
279. Corallina officinalis, L.
280. Enteromorpha intestinalis, Link.
281. Fucus nodosus, L.
282. F. vesiculosus, L.
283. Laminaria dermatoidea, De la Pyl.
284. L. digitata, Lám.
285. L. longicruris, L.
286. L. lorea, Bory.
287. L. saccharina, Lamour.
288. Mastigonema aerugineum, Kirch.
289. Oscillaria.
290. Ptilota plumosa, Ag.
291. Polysiphonia formosa, Ag.
292. P. urceolata, (Dillw.) Grev.
293. Protococcus viridis, Ag.
294. Rhodophyllis veprecula, J. Ag.
295. Rhodymenia palmata, Grev.
296. Scenedesmus caudatus, Corda.
297. S. obtusus, Meyen.
298. Ulva latissima, L.

On August 20 (1901), the writer spent a few hours at Arichat, C.B., and collected specimens of the following plants:—

1. Arctium minus, Schk.
2. Aster junceus, Ait.
3. A. lateriflorus, (L.) Britton.
4. A. Radula, Ait.
5. Callitriche palustris, L.
6. Carex flava, L.
7. Drosera intermedia, Hayne.
8. Dryopteris spinulosa intermedia, Eat.
9. Eriophorum gracile, Kock.
10. E. Virginicum, L.
11. Eupatorium perfoliatum, L.
12. Fucus vesiculosus, L.
13. Funaria hygrometrica, Silth.
14. Habenaria clavellata, (Mich.) Spreng.
15. Hypnum Crista-Castrensis, L.
16. H. cuspidatum, L.
17. H. Schreberi, Willd.
18. H. splendens, Hedw.
19. H. triquetrum, L.
20. Juncus effusus, L.
21. Lycopodium clavatum, L.
22. Phegopteris Phegopteris, (L.) Underw.

23. Polygonum sagittatum, L.
24. Rhyncospora alba, (L.) Vahl.
25. Scirpus nanus, Spreng.
26. Sparganium androcladon, (Engelm.) Morong.
27. Spiræa tomentosa, L.
28. Stachys palustris, L.
29. Tanacetum vulgare, L.

VII

THE SEAWEEDS OF CANSO.

BEING A CONTRIBUTION TO THE STUDY OF EASTERN NOVA SCOTIA ALGÆ

BY C. B. ROBINSON, B.A., PICTOU ACADEMY.

The month of August spent by me at the Marine Biological Station during its second season at Canso (1902) was almost entirely devoted to the determination of the Marine Algæ.

The region was such as to permit the gathering of species having the most varied habitat, deep-water forms being occasionally dredged in great abundance, while *Laminariæ* and *Fuci,* with their associates, grew nearly everywhere below and between tide marks. Tide pools of varying range and size were also easily accessible, and the quieter coves and the wharves yielded other forms. My available time, indeed, proved quite too short for a complete investigation of this portion of the flora of the district.

The clear water frequently made it possible to see large patches of algæ growing upon the bottom at depths of about ten fathoms. The results obtained by dredging in these and somewhat deeper places indicated that the bulk of this was composed of *Ptilota pectinata,* acting as host, however, to many hydroids and other small animals, besides several species of red algæ. Of the latter, *Delesseria alata* was much the most frequent, though the plant seen thus in greatest quantity upon any single occasion was *Euthora cristata angustata.* *Rhodophyllis dichotoma* was also obtained several times, and four species of *Callithamnion* occurred, of which *C. Pylaisæi* and *C. Americanum* were the most plentiful. A small form of this genus, also one each of *Ceramium* and *Polysiphonia,* were often found upon the larger algæ and upon hydroids. These were always sterile, and could not be identified. On the stouter portions of *Polysiphonia* two microscopic encrusting species also grew, one *Erythrotrichia ceramicola,* the other may be the European *Actinococcus.*

Odonthalia dentata and Rhodomela subfusca were each dredged on a single occasion only.

In deep places under wharves beautiful specimens of *Delesseria sinuosa* could be gathered, and it also was frequently found in the dredge. The corallines were also abundant, and six species of *Polysiphonia* were collected, of which *P. urceolata,* often fruiting, was the most plentiful. The determination of *P. Olneyi* rests upon a few sterile filaments, and may be inaccurate.

But perhaps the most striking fact regarding the red algæ was the comparative scarcity of some of the best known and most widely distributed genera. *Ceramium* was represented by a few filaments; *Chondrus* and *Rhodymenia* were seen but rarely, *Gigartina* only once.

The *Phæophyceæ* constitute much the greater part of the littoral flora, and while not quite equalling the *Florideæ* in the total number of species found, far surpass them in individuals.

Among the *Fuci* were *F. evanescens* and *F. filiformis,* the former washed ashore near the laboratory, the latter gathered in tide pools on Cranberry. *F. serratus,* which rivals *F. vesiculosus* in abundance at Pictou, and which has recently been found on the Cape Breton coast, was carefully watched for, and apparently does not occur.

Chorda filum, everywhere plentiful, grew in great luxuriance in Grassy Cove, the fronds usually exceeding twenty feet in length. *Agarum Turneri* was found in several localities, *Alaria esculenta* on Cranberry rock only. *Desmarestia viridis* was common both in dredged material and cast up on the shore, *Chordaria flagelliformis* somewhat less so, while *Desmarestia aculeata* was rather rare. *Castagnea virescens* was but once obtained, but the filaments, when examined microscopically, were found to be densely crowded with spores, and very beautiful.

Elachista fucicola was extremely common throughout the month; *Leathesia difformis,* always scarcer, became rare after the first fortnight. A single imperfect specimen of *Chætopteris plumosa* occurred in plankton.

Ectocarpus was represented by six species and varieties, including *E. Chordariæ* and *E. reptans,* the former growing upon *Obelia,* the latter upon *Chorda.* The organism, however, which usually composed the brownish tufts upon the piles of the wharves, was not one of these, but a diatom, *Navicula mollis,* numerous individuals of which were inclosed within tubes of mucilage, thus forming a false filament.

The *Chlorophyceæ* were less carefully studied, and the list is believed to be somewhat incomplete. Six species of *Cladophora* were determined, obtained chiefly from tide pools. A few filaments only were seen of *Chætomorpha Picquotiana,* though upon one occasion a considerable quantity was found of a plant, which, rather resembling *Cladophora* in general appearance, seemed never to branch, and answered well to the description of *Chætomorpha longiarticulata.* The filaments were much more slender and less wiry then those of the other species of this genus. and it was probably a *Rhizoclonium.*

The blue-green algæ listed were found as detached filaments, while examining higher forms, no special effort being made to collect them.

It will be noticed that while *Ptilota, Euthora,* and *Delesseria sinuosa,* usually considered amongst the most beautiful red algæ of north-eastern America, are common, *Chondrus* and *Rhodymenia,* the more useful genera of this group, are unusually scarce. On the other hand, nearly all the brown algæ of commercial importance may be had in considerable quantities.

Prof. Farlow very kindly named for me some species about which I was in doubt, and to him and to all of the gentlemen with whom I had the privilege of working at the station, my most grateful thanks are due for assistance and helpful suggestions.

The following is a detailed list of the species observed:—

SCHIZOPHYTA.

SCHIZOPHYCEÆ (CYANOPHYCEÆ).

Hormogoneæ.

Oscillatoriaceæ.

Spirulina sp.
Oscillatoria subuliformis Harv.
O. subtorulosa (Bréb.) Farlow.
O. sp.

Nostocaceæ.

Sphærozyga Carmichaelii Harv.

Rivulariaceæ.

Calothrix confervicola Ag.
C. crustacea (Schousb.) Born. Thur.

CHLOROPHYCEÆ.

Confervoideæ.

Ulvaceæ.

Ulva Lactuca L.
U. Lactuca latissima (L.) DC.
Enteromorpha intestinalis (L.) Link.
E. Linza (L.) J. G. Agardh.
E. Hopkirkii McCalla.

Ulothrichaceæ.

Ulothrix, sp.

Cladophoraceæ.

Chætomorpha Picquotiana (Mont.) Kütz.
Rhizoclonium sp.
Cladophora arcta (Dillw.) Kütz.
C. rupestris (L.) Kütz.
C. refracta (Roth) Aresch.
C. glaucescens (Griff.) Harv.
C. lætevirens (Dillw.) Harv.
C. gracilis (Griff.) Kütz.

PHÆOPHYCEÆ.

Phæosporeæ.

Ectocarpaceæ.

Ectocarpus Chordariæ Farlow.
E. reptans Crouan.
E. confervoides (Roth) Le Jolis.
E. siliculosus (Dillw.) Lyngb.
E. fasciculatus Harv.
E. littoralis robustus Farlow.

Sphacelariaceæ.

Chætopteris plumosa (Lyngb.) Kütz.

Encœliaceæ.

Scytosiphon lomentarius Ag.

Desmarestiaceæ.

Desmarestia aculeata Lamx.
D. viridis Lamx.

Elachistaceæ.

Elachista fucicola Fries.

Chordariaceæ.

Leathesia difformis (L.) Aresch.
Chordaria flagelliformis Ag.
Castagnea virescens (Carm.) Thuret.

Ralfsiaceæ.

Ralfsia verrucosa Aresch.

Laminariaceæ.

Chorda filum, L.
Laminaria longicruris De la Pyl.
L. saccharina (L.) Lamx.
L. saccharina phyllitis Le Jol.
L. digitata (Turn.) Lamx.
Agarum Turneri (Post & Rupr.).
Alaria esculenta (Lyngb.) Grev.

PHÆOPHYCEÆ—Continued.

CYCLOSPOREÆ.

Fucaceæ.
Ascophyllum nodosum Le Jolis.
Fucus vesiculosus L.
F. evanescens Ag.
F. filiformis Gmelin.

RHODOPHYCEÆ.

BANGIALES.

Bangiaceæ.
Erythrotrichia ceramicola (Lyngb.) Aresch.

FLORIDEÆ.
GIGARTINALES.

Gigartinaceæ.
Ahnfeldtia plicata Fries.
Gigartina mamillosa Ag.
Chondrus crispus (L.) Stack.

Rhodophyllidaceæ.
Rhodophyllis dichotoma Lepch.
Euthora cristata (L.) J. A. G.

RHODYMENIALES.

Delesseriaceæ.
Delesseria sinuosa Lamx.
D. alata Lamx.

Rhodymeniaceæ.
Rhodymenia palmata (L.) Grev.

Rhodomelaceæ.
Odonthalia dentata Lyngb.
Rhodomela subfusca Ag.
Polysiphonia urceolata (Dillw.) Grev.
P. Olneyi Harv.
P. violacea flexicaulis Harv.
P. variegata Ag.
P. atrorubescens Grev.
P. nigrescens affinis Ag.

Ceramiaceæ.
Spermothamnion Turneri variabile Harv.?
Callithamnion floccosum Ag.
C. Pylaisæi Mont.
C. Americanum Harv.
C. corymbosum (Engl. Bot.) Lyngb.
Ptilota pectinata (Gunn.) Kjellm.
Ceramium rubrum proliferum Ag.

CRYPTONEMIALES.

Squamariaceæ.
Actinococcus sp.?

Corallinaceæ.
Corallina officinalis L.
Lithothamnion Lenormandi (Aresch.) Fosl.
Phymatolithon sp.

VIII

REPORT ON THE MARINE POLYZOA OF CANSO, N.S.

By George A. Cornish, B.A.. Toronto.

Science Master in the Collegiate Institute, Lindsay, Ont.

The following report embodies the results of about seven weeks' work done at the Marine Biological Station of Canada during July and August, 1902. I collected along the beaches, under wharfs, and on kelp washed on the shore. Some dredging was done in the neighbourhood in from 10-25 fathoms, and one of my best sources was stones, tunicates, sponges, &c., brought up on the trawl of the steamer *Active,* which went out a few miles daily to fish for cod and haddock in 20 to 25 fathoms.

My identification depends almost entirely on Hincks' British Marine Polyzoa, as it, the Challenger Reports and Verrill's Report on Invertebrate Fauna of Vineyard Sound were all the accessible literature at the station on this subject.

FAMILY: ÆTEIDÆ.

Aetea truncata (Landsborough).—A colony intermingled with *Obelia commissuralis* growing on a mussel shell (*Mytilus edulis*) was found under a wharf. It is the branched variety, and is exactly like Hincks' illustration, Plate II., fig. 3, except that the tubular appendage is absent in every case and that it is considerably more branched.

FAMILY: EUCRATIIDÆ.

Gemellaria loricata (Linnæus).—A beautiful, bushy, white tuft, two and one-half inches high, attached to a stone, was taken by the trawler *Active.* There is a tinge of brown on the larger branches, but the greater part is pure white; the pits on the wall are extremely small. I have also seen the brown form in about 20 fathoms. In the form and proportion of parts it answers completely to *G. willisii,* Dawson, as described in Hincks' British Marine Polyzoa, p. 21.

Scruparia clavata, Hincks.—Branches on mussel shells (*Mytilus edulis*) were found under wharfs. Some in single file, some back to back, are found in the same branch.

FAMILY: CELLULARIIDÆ.

Menipea ternata (Ellis and Solander).—The following are my notes on this species: July 20, a small patch found on an ascidian taken at Canso. I find no trace of anterior avicularia; lateral avicularia are very distinct, and there is always a large spine on the peristome just inside this avicularium. The operculum varies a good deal in size and shape, and in many is crenate on the free margin, having two or three rounded teeth; it has a thickened border surrounding a deep, flat centre; the tendrils are very long. August 1, speciments were taken from a stone taken by the trawler *Active* in Chedabucto Bay, in about 12-20 fathoms. There is no grouping in triplets, but about seven zoœcia occupy each internode; the anterior avicularium is quite distinct on the upper zoœcium of each internode, and also on some others. The lateral avicularia are not so prominent as in Hincks' illustrations. The operculum covers the greater part of the orifice, and is marked on the front surface. August 19, a tangle of this species mixed with an hydroid was dredged in 20 fathoms. It answers in every respect to the one of August the first. The median avicularium is present on most of the cells, and some of them are of good size. Spines vary from one to three, and toward the upper part of the colony they are very long.

Scrupocellaria elliptica (Reuss).—A branch of this species about two centimetres high was taken from a stone brought up by a trawl from 30 to 50 fathoms. It is twice dichotomously branched; the vibracula are very long and serrated on one margin; the spines above the orifice vary greatly in length, and many are very long.

Caberea ellisii (Fleming).—This species is common. It was dredged in 30 to 50 fathoms, attached to a sponge and to *Terebratulina septentrionalis;* considerable quantities of it were also dredged in 20 fathoms attached to Balanus, stones, &c.

FAMILY: BICELLARIIDÆ.

Bugula sp.—One specimen about one inch in length was found on a mussel shell (*Mytilus edulis*) taken just below low water under a wharf at Canso. The zoarium is ascending, racemose, regularly dichotomously branched, the branches being rather narrow, and composed regularly of two series of zoœcia alternate with each other. The zoœcia are long, slightly tapering toward the base, and have at the upper part of the orifice five spines. The largest spine is at the upper outer corner; right in front of the larger spine is another one; a pair of spines, one on each side of the peristome, arise just below the other spines and almost or quite overlap each other; the lower inner spine sometimes absent; the orifice is very large, occupying almost the whole front of the zoœcium. Avicularia are entirely marginal in the form of bird's heads. They are pedunculated, and one is attached to the outer margin of each zoœcium considerably above the middle; they are stout, being about two-thirds as broad as long, and have both beaks hooked; they are attached by a disk-like base; the oœcia are almost globular, flattish at the lower end; they are raised, and attached by a narrow neck to the zoœcium below. On one polypide I counted twelve tentacles, on another thirteen. This species differs from *B. avicularia* in the form of the zoarium, the number of spines, in the fact that the avicularia are not elongated but quite stout, and in the number of tentacles.

FAMILY: MEMBRANIPORIDÆ.

Menbranipora pilosa (Linnæus).—This is found very commonly about Canso in depths of 10-15 fathoms. I found it on fronds of *Rhodymenia palmata, Ptilota plumosa,* and on the stipes of *Laminaria longicruris* washed up on the beach. It sometimes forms narrow patches one inch long and two to four cells wide on *Rhodymenia,* and in this case the basal spine is aborted, but the peristome is surrounded by about five rather short spines directed toward the centre of the peristome. Another peculiarity of this specimen is that on each side of the peristome there is an elliptical, transparent patch about one-fourth the diameter of the peristome. On *Lamiñaria* it forms encrusting masses, covering frequently the whole stipe. In these the basal spine is present but very short, and the marginal spines are often reduced to two lateral ones near the upper edge of the peristome. The peristome is very large, about one and one-half times the length of the tube below it. Specimens got on *Rhodymenia* and *Ptilota,* near Cranberry Light, in 15 fathoms, formed white encrusting masses, and had typical structure with very long basal spines.

Membranipora lineata (Linnæus).—Small patches were found quite frequently on *Laminaria* just below tide-mark. They are quite normal, except that some have as many as fourteen spines. A beautiful lace-like colony, two inches long, was found on a mussel shell. Every cell had a very prominent avicularium just below its orifice, which is raised greatly, and has its acute mandible never pointing down but always obliquely upward. Generally only one pair of spines is present, and these are erect and situated near the top of the orifice.

FAMILY: CRIBRILINIDÆ

Cribrilina punctata (Hassall)?—I found two specimens, the identity of the first of which I am not sure. The first specimen was found encrusting a shell of *Litorina* which was inhabited by a hermit crab. The boundaries of the cells of the zoarium are not distinct; the whole front of the zoœcium is perforated with punctures of large size, giving it a reticulated appearance; the peristome is not greatly thickened on the lower edge, and bears no mucro; it has two spines on the upper margin that are directed inwards. The avicularia are generally absent, but an occasional one is seen on the edge of the peristome. The oœcia are large, covered with punctures, and contain ova of a beautiful pink colour. The second specimen was found on a stone at low-water mark. The two lateral avicularia are present on almost every cell. The spines on the peristome are rather irregular in number, some cells having none, some two. The lower border of the peristome is very slightly thickened, but the mucro is absent.

Cribrilina annulata (Fabricius).—Several very small patches were found on a stone between tide-marks, and a small patch 5 mm. in diameter, together with several other small patches, consisting of from one to three cells, was obtained from the frond of *Rhodymenia palmata* dredged in 20 fathoms, near the entrance to Canso harbour. All the specimens are of a pure white colour. In the larger patch on *Rhodymenia* the marginal zoœcia retain a pair of transparent spots laterally, also two above the orifice.

FAMILY: MYRIOZOIDÆ.

Schizoporella sinuosa (Busk).—A very old, encrusting mass was found on a stone taken by the trawler *Active*. The individuals can be distinguished by the naked eye. The orifice is orbicular, produced into an angle below. The wall is punctured, especially near the edge, where the punctures are large.

Schizoporella hyalina (Linnæus).—This species is very common about Canso. I have found it on *Laminaria longicruris, Fucus vesiculosus, Ascophyllum nodosum* and a red alga. In all cases it was found in very shallow water or just below tide-mark. The lateral denticles vary a good deal in size, sometimes being very conspicuous when the ventral sinus is deep, or very small when the ventral sinus is shallow.

FAMILYS ESCHARIDÆ.

Lepralia pallasiana (Moll).—A colony was found on a stone taken from under a wharf. There is no umbo, avicularia nor oœcia present; the reticulation is very pronounced and beautiful, the margin of the peristome is not greatly raised and its lower margin is more strongly curved than is indicated in Hincks' drawings.

Lepralia pertusa (Esper).—Specimens were found encrusting an ascidian dredged by the trawler *Active*. As I am not at all sure of the identity of this specimen, I shall give my notes in full. July 1[illegible]: Zoarium encrusting of a white colour in several small patches. Zoœcia are very distinct, separated by raised lines, and form radiating rows; they are mostly rectangular, a few having a pointed base; a very distinct line of large pores at each lateral edge border the dividing, raised lines; these pores are separated by ridges passing inward radially for a short distance; the orifice is transversely elliptical with a distinct sinus on the lower side; just below the lower lip is a raised, conical or tubular structure with an opening circular above, but prolonged into an angle below; this structure does not come out straight but runs obliquely toward the orifice, no avicularia are present. Every feature is very distinct. July 27: Another specimen taken which is younger. It has an orange appearance and the walls are translucent; the zoœcia are rather less regular in shape but are arranged in regular lines.

Porella concinna (Busk).—One specimen was got from a stone taken by the trawler *Active.* The wall is thickly punctured, the cells are not distinctly divided, the cell-wall is much raised about the orifice; the avicularia are generally present on the lower lip.

Escharoides rosacea (Busk).—A single specimen 5·6 mm. high divided into two lobes was taken by the trawler *Active* in about 30 to 50 fathoms; it was attached to a stone.

Mucronella sp.—The specimen was found on an ascidian taken by the trawler *Active.* It resembles closely *M. coccinea.* It is an encrusting form; the zoœcia are ovoid, narrowing below, quite flat, the outline of each is very distinct, the surface plainly granular; the orifice is almost terminal, it is rounded above and widest near the base; there are two lateral denticles near the base and a median, blunt denticle on the lower lip; two avicularia are present at the sides of the orifice, their lower edge is below the edge of the lower lip of the peristome; they point upward or inward or between the two positions; there are generally three spines present just above the orifice; the zoœcium is yellowish and dim toward the base. In a second specimen got from a stone taken by trawler *Active,* each zoœcium was punctured around the border very close to the raised, separating ridge. Avicularia are constantly present, only a few having a single avicularium.

FAMILY: CRISIIDÆ.

Crisia eburnea—(Linnæus).—Specimens of this were found on the base of red algæ dredged in 20 fathoms; two small tufts, 1 cm. high from base of stem of *Boltenia*; several branches 2·5 cm. high from stone obtained in Chedabucto Bay; from a hydroid dredged in 20 fathoms at the entrance to Canso harbour; one small branch found attached to *Lafœa dumosa* dredged in 20 fathoms near Canso harbour; a magnificent branch 2·5 cm. high found growing on *Rhodymenia palmata* dredged in 20 fathoms. The joints are always horn-coloured, branches generally do not arise from lowest zoœcium of the internodes but more frequently from the second, third, fourth or fifth. In one specimen oœcia are present. They are always at the base of the branch and are very ventricose with orifice not projecting nor tubular, but transversely narrow elliptical.

FAMILY: TUBULIPORIDÆ.

Tubulipora flabellaris (Fabricius).—Colonies were found on *Laminaria* dredged in 10 to 15 fathoms. The young colonies are fan-shaped, the adult are almost orbicular; there is no sign of lobation in either young or adult.

Idmonea atlantica (E. Forbes).—One colony 2·5 cm. long was got on a muddy bottom in 25-35 fathoms. The branching is fairly regularly dichotomous. There were no oœcia present. Another colony ·75 cm. high growing on *Lafœa dumosa* was got in the same locality.

Idmonea serpens, Linnæus.—Two small branches were found in an hydroid dredged in about 20 fathoms near the entrance to Canso harbour. Its colour is ivory white with no tinge of purple.

Entalophora clavata (Busk).—A small, erect colony less than 1 cm. high was found growing on an hydroid dredged at 20 fathoms. It sprang from the same base as a branch of *Idmonea.* It is unbranched but clavate at the end and resembles completely in form Hincks' illustration, Plate LXV., 8d. (Br. Mar. Polyzoa).

FAMILY: LICHENOPORIDÆ.

Lichenopora, sp.—I was unable to identify this specimen with any species described by Hincks in 'British Marine Polyzoa.' One small colony was taken off *Rhodymenia palmata* dredged in 20 fathoms near the entrance to Canso Harbour. The specimen is not more than 2 mm. in diameter. The zoarium is stipitate widening above into a shallow cup. There is a wide bordering lamina entirely free and curved up so as to make the edges of the cup. Zoœcia are arranged irregularly with the intervening cavities, also arranged irregularly; many of the orifices have long acuminate projections, some of which are bifid. The characteristic feature of the specimen is the form of the zoarium.

Lichenopora verrucaria (Fabricius).—This is a common species at Canso. I found it on *Laminaria* fronds washed up on the beach, on a blade of dead *Zostera* that came up in the dredge from 30 to 40 fathoms and several colonies on *Ptilota plumosa* dredged from 15 fathoms.

FAMILY: FLUSTRELLIDÆ.

Flustrella hispida (Fabricius).—This is very commonly found between tide marks coating the stems of *Ascophyllum nodosum.* It is always situated at the base of the stipe.

FAMILY: VESICULARIIDÆ.

Bowerbankia, sp.—Specimens were found growing on hybroids attached to mussel shells taken under wharfs. The zoœcia are in groups attached to both sides of a jointed stolon. The polypide has eight tentacles, the stomach is quite dark coloured, the gizzard conspicuous and many cells contain rounded, dark brown bodies.

Bowerbankia imbricata (Adams).—A small mass was found growing on the surface of *Membranipora lineata* attached to a mussel shell. The majority of the polypides have a large, red, oval larva in each, and this is the only distinct organ that can be seen. One had its tentacles projecting in a long, pointed mass, they seem to be more than ten, but I could not tell the exact number. I am not at all sure of the identity of this specimen.

FAMILY: PEDICELLINIDÆ.

Pedicellina cernua (Pallas).—Both the smooth and spiny variety of this species occurred on mussel shells taken under wharfs. Variety *glabra* is the more common, only one specimen of the spiny form was found and the spines on this were long and hair-like, and were not confined to the peduncle, but also cover the polypides. I counted fourteen tentacles in several individuals.

Pedicellina nutans, Dalyell.—This was found intermingled with Bowerbankia, sp. on a mussel shell got from under a wharf, and also mixed with *Pedicellina nutans* growing on *Membranipora lineata* got from a mussel shell.

Pedicellina gracilis, Sars.—One specimen of this species was found spread over an encrusting mass of *Membranipora lineata* on a mussel shell, which was got under a wharf, it was intermingled with *Pedicellina nutans,* and the cells of the two were about the same size. The peduncle was very long and slender, the expanded, cylindrical part at the base being hardly one-eighth of the whole peduncle, but in a few cases as much as one-fourth. In some individuals the peduncle expands above to form a capitate head which contracts suddenly at the polypide. The polypides are plainly gibbous on the sides. The stolon is jointed.

FAMILY: LOXOSOMIDÆ.

Loxosoma singulare, Keferstein.—Two specimens were found on *Schizoporella.* Both have two buds of different sizes on each side. The stalk is about one-half the length of the body, transversely marked, but the expanded disk below is hid from sight. It only varies from Hinck's description by having eight tentacles in one specimen. The number in the other could not be counted.

Unidentified.—A specimen was found on a stone taken by the trawler *Active.* It formed a very small, white, encrusting mass; the zoœcia are arranged in very irregular order and their boundaries are not distinct; the orifice is arched above and convex below, due to a tubercle arising just below the orifice; this tubercle has two lateral wing-like outgrowths below and in this way forms a crescent-shaped body on the front surface of the zoœcium; dim radial lines pass out from this to the margin; two spines arise from the upper side of the orifice. Many have globular oœcia above, and on these the spines are absent.

Another species was found on a stone and on the shell of Balanus taken by trawl of the *Active.* The zoarium is encrusting and of a greenish colour; zoœcia are of average size, very plainly marked off from one another and of irregular and various shapes, the whole surface is flat and covered with very large punctures giving it a reticulated appearance. The orifice is not terminal but at the upper end, not projecting, and almost perfectly orbicular; some have two lateral denticles near the lower edge; directly below the orifice is an avicularium with pointed mandible running nearly horizontal, or obliquely upward.

IX

NOTES ON THE FISHES OF CANSO.

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The following notes refer to specimens of fishes collected and determined at the Marine Biological Station during July and August in the two seasons of 1901 and 1902. In nomenclature and classification Drs. Jordan and Evermann's 'Fishes of North and Middle America' has provided the authority followed. The specimens, it may be added, were collected mainly during the trips of the fishing steamer *Active*, operated by the Messrs. Whitman, of Canso, or were obtained along the shore, or in shallow water about the wharfs of the harbour, or in the areas thickly overgrown with eelgrass, adjacent to the laboratory. I visited several times each week the traps set for mackerel and squid in water about six fathoms in depth quite close to the land. The *Active* furnished most specimens, secured during her daily fishing trips, a few miles from the harbour, where trawls of hooks were set for cod and haddock. For about a month during 1901 the beam-trawl was used in Chedabucto Bay at a depth of 18 to 20 fathoms, with most noteworthy success. A few fish were kindly brought by some of the local fishermen from the 'Banks' and by some of the deep-sea fishermen who fish in small boats with handlines or with long lines of hooks known as 'trawls.' I cannot refrain from making special reference to the willing aid of Mr. C. H. Whitman, who most kindly compiled statistics regarding the local 'takes' of certain fishes of which I have made use, as well as for much other assistance during the whole course of the work of collecting specimens.

FAMILY: GALEIDÆ.

1. *Prionace glauca* (Linnæus).—This species, called in the locality of Canso the 'Blue Dog,' is very common in the adjacent waters, and is reported by the cod fishermen to be extremely plentiful on the 'Banks.' Two specimens which I measured were 1,423 mm. and 1,437 mm. respectively from the tip of the snout to the concavity of the tail. In one there were three gills upon one side atrophied. They are stated to die upon the trawl hook more quickly than the cod or the picked dog-fish (*Squalus acanthias*), so that they are rarely brought on deck alive. The fishermen think that when they take the hook they are unable to close the mouth, and thus drown. I have seen one come to the surface when out fishing with the hook trawl, and after it had snapped off a codfish from the trawl it would circle round, with its dorsal fin exposed, and rapidly gather up the fragments, an occurrence which I am informed is very common on the fishing grounds. An examination of the stomach showed a few shrimps only, and in the longitudinal spiral valve were many specimens of a tape-worm.

FAMILY: SQUALIDÆ.

2. *Squalus acanthias*, Linnæus.—This is an extremely common species, and often a great nuisance to the fishermen fishing with trawls of baited hooks. I have known gear with 700 hooks to have 690 of these dog-fish upon it. No use is generally made of these fish ; they are difficult to release from the hooks, and they generally snap off

the snood; they are regarded with much disfavour. As Professor Prince pointed out in his report on the 'Dogfish Pest in Canada' (Fisheries Report, Department of Marine and Fisheries, Ottawa, 1903), this species has proved a most destructive enemy to the sea fishermen's pursuits, and his recommendations to the government favouring reduction works for converting dogfish into fertilizer, oil, glue, &c., are now being carried out.

FAMILY: RAIIDÆ.

3. *Raia ocellata,* Mitchill.—A most common species at Canso, though some of the specimens which I examined may belong to the allied species *R. erinacea.* I found it difficult to decide finally in the case of some examples. They were all taken in trap-nets set for mackerel, close along the shore. I give the following details in regard to four specimens:—

Length.	Number of Teeth.	Sex.	Ocelli.
700 mm..........	$\frac{78}{85}$	Male..........	Not distinct.
689 mm..........	$\frac{69}{77}$	Female..........	Absent.
715 mm..........	$\frac{91}{90}$	″	Present.
610 mm..........	$\frac{71}{73}$	Male..........	Absent.

The last-named specimen exhibited several rows of spines along the tail, which would indicate that it is *R. ocellata*; but in it and in the second specimen the number of teeth present is intermediate between the diagnostic dentition of the two species. In the two male specimens the double row of erectile spines points inward to the middle line rather than backward. In none of those in which ocelli are present is there any central dark spot. Their food was found to be dollar fish (*Poronotus triacanthus*), the cunner (*Tautogolabrus adspersus*) and squid, remains of which occurred in the contents of the stomach.

4. *Raia lævis* (Mitchell).—This species is frequently captured by the cod fishermen on their deep-sea trawls of hooks. The only specimen minutely examined by me was 1,075 mm. long. In colour it was light-brown dorsally, with scattered dull black spots. There were two large ocelli surrounded by a black ring; ventrally, it exhibited small black spots; some of them were arranged in two rows.

5. *Raia radiata,* Donovan.—This skate or ray is usually called the Starry Ray, and it is the most common species taken on the local cod-trawls. Hence Drs. Jordan and Evermann are not perfectly accurate, so far as eastern Nova Scotia is concerned, in saying that this species is not common on the Atlantic coast. I have seen several dozens taken in about three hours by one dory. Nor are the American authorities accurate as to the size, as I have seen half a dozen amongst an afternoon's catch on board a dory each of which exceeded three feet in length. Two that I measured accurately were 994 mm. and 1,126 mm. long, the former being a female and the latter a male. The fishermen informed me that they secure very frequently specimens of the dimensions just specified. On two small specimens (145 mm. long) taken in the dredge the lateral spines on the tail were quite rudimentary. A large spine was present just

behind the spiracle in the specimens examined. In one large specimen I noticed a row of transverse black lines on each side dorsally and running backward almost parallel, but on the tail approaching and becoming obscure.

Of the Teleosteans, or bony fishes, specimens embracing fifty-one species passed under my examination, and in regard to these the following notes were prepared:—

FAMILY: ANGUILLIDÆ.

1. *Anguilla chrysypa,* Rafinesque.—Specimens of the common eel are plentiful in the long eel-grass inshore and in shallow water. They are caught in traps and eel-pots. The young, less than 10 cm. in length, are also found in shallow water near the shore.

FAMILY: CLUPEIDÆ.

2. *Clupea harengus* (Linnæus).—The common herring is not abundant and is not commercially important. A few are taken from the trap-nets, but never more than a barrel or two. They varied in length from 189 mm. to 235 mm.

3. *Pomolobus pseudoharengus* (Wilson).—This species, called locally the Alewife or Gaspereau is taken in small quantities in the trap-nets, but is commercially unimportant.

FAMILY: SALMONIDÆ.

4. *Salmo salar* (Linnæus.)—Young specimens about 230 or 250 mm. in length are commonly taken in the early summer, and adults are caught in spring and early summer.

FAMILY: ARGENTIDÆ.

5. *Osmerus mordax* (Mitchell)—The smelt is common, though not found in the vast quantities which occur in the more northern estuaries. It is caught by hook and line from the wharfs, and in the trap-nets. Owing to the limited quantities taken, none are shipped from Canso to the markets as a rule.

FAMILY: PŒCILIIDÆ.

6. *Fundulus heteroclitus* (Linnæus).—The common killifish is plentiful in brackish ponds near the beach at Canso.

FAMILY: SCOMBRESOCIDÆ.

7. *Scombresox saurus* (Walbaum).—Large schools of this species can often be seen skipping over the water trying to escape from the voracious pollack. A few are caught in the trap-nets, and on one occasion a specimen was washed on board the tug during one of our scientific trips in the bay.

FAMILY: GASTEROSTEIDÆ.

8. *Pygosteus pungitius* (Linnæus).—In one pond near the seashore this small fish is very common; but, curiously enough, it is entirely absent from another pond quite similar in its physical features, and practically adjoining.

9. *Gasterosteus bispinosus* (Walbaum).—This species is abundant in tidal pools and in ponds near the beach. They seem to be of two sizes, with no intermediate links. Those of larger size are 53-60 mm. in length, and are confined to the tidal pools, while

the smaller specimens, 20-26 mm., are found both in the tidal pools and in the brackish water ponds, and in both sizes the genital organs were found to be mature. I made accurate measurements of seven examples, and found that, in three of them, the first dorsal spine does not reach the second, in one the tip just touches the base of the second, and in three it projected beyond the base of the second. The ratio of length to height in the seven are 4·3, 4·1, 3·8, 4·2, 4·3 and 4·9, hence the distinction which has been drawn between *G. spinosus* and *G. aculeatus* does not hold in the case of the Canso specimens. I made some endeavour to decide if other peculiarities could be correlated with the red throat and red fin membrane which many exhibited. Out of 245 specimens collected from the pond, 16 were distinctly red-throated, and 8 red-throated specimens examined were found to be males with active spermatozoa in the testes. Out of 10 with pale throat 5 were females and 5 proved to be males showing active spermatozoa.

10. *Apeltes quadracus* (Mitchell).—This species was common in a brackish pond near the beach. The head I found to be contained 4·3 times in length, and the depth 4·3-4·8 in the length. The anal spine does not come under the third dorsal ray, but under the fourth, fifth or even under the seventh. In a large number the ventral fins have orange-red membranes, and sometimes the membrane of the dorsal and the anal spines are red. All with coloured membranes I ascertained to be males, and seven specimens not so tinted were females. I could detect no external marks of difference in the colouration of males and females excepting the red membranes. The dorsal spines are bent irregularly to the right and left, and in about one-third of the examples obtained the dorsal spines were four in number.

FAMILY: SCOMBRIDÆ.

11. *Scomber scombrus* (Linnæus).—Of this valuable food-fish variable quantities are captured by gill-nets and traps. They are usually shipped fresh to the Canadian markets, the fishermen receiving two to ten cents a piece for them, and the fishing season lasts from May to November. In one season recently over 250,000 mackerel were taken by Canso fishermen.

12. *Thynnus thynnus* (Linnæus).—The mackerel traps often capture specimens of this large species about the end of July and in the month of August. They are often called by the erroneous names, mackerel shark or horse-mackerel, the former being really the porbeagle (*Lamna*) and the latter the scad (*Trachurus*). The name tunny is correct and most appropriate, and in the Mediterranean sea it is one of the principal fisheries pursued, while in Japan it is an esteemed food-fish, raw, salted, smoked and canned in oil. At Canso they are occasionally captured, but one trap in a few weeks took over forty. All were liberated, as there is no market for them. They are often seen swimming near the surface of the sea.

FAMILY: AMMODYTIDÆ.

13. *Ammodytes americanus* (DeKay).—This species was found only at one point at Canso. On a sandy beach at the entrance of a cove connected with Canso harbour they occurred very numerously at low tide. The drag seine used at this place on being hauled in quickly captured many hundreds in a short time. They were often found stranded on the shore as the tide went out, and were also dug out of the sand at a depth of six inches. They appeared to be of two sizes, without intervening stages. Twenty-five of the larger ranged from 157 mm. to 184 mm. in length, and ninety of the smaller type were found to measure 60 mm. to 89 mm. in length. The stomach was often empty; but when filled contained small crustacea, some of which were not secured in the immediate locality, and did not appear to occur locally.

FAMILY: XIPHIIDÆ.

14. *Xiphias gladius* (Linnæus).—This species while not one of the common species captured at Canso, is at times taken in the trap-nets. One was secured in that way in 1901, and one in 1902 came to my notice. A demand has arisen for these fish commercially, and they have a high reputation in the United States markets, and being of large size (200 to 400 pounds being a frequent range of their weight) the fishery might become a remunerative one were it developed.

FAMILY: CARANGIDÆ.

15. *Decapterus macarellus* (Cuv. and Valenc).—Two specimens of this species were caught in the Chedabucto Bay trap-nets. They were wholly unfamiliar to the fishermen, and are apparently rarely seen at Canso.

16. *Trachurops crumenophthalmus* (Bloch)?—Two specimens were taken in the trap-nets by local fishermen, to whom the fish was unknown before. The specimens were found to differ from the description of Drs. Jordan and Evermann in two respects,—there are no scales on the cheeks, and, along the side, a bright golden-yellow band passes longitudinally below the lateral line anteriorly; but about midway it crosses and then passes back above the lateral line.

FAMILY: CENTROLOPHIDÆ.

17. *Palinurichthys perciformis* (Mitchell).—The fishermen call this species the 'Rudder fish,' and are familiar with it, as they state that it follows their sailing vessels into port from the 'Banks.' One specimen was taken by hook at the Canso wharf.

FAMILY: STROMATEIDÆ.

18. *Poronotus triacanthus* (Peck).—This small silvery fish is fairly common, and is frequently captured in the trap-nets.

FAMILY: SERRANIDÆ.

19. *Roccus lineatus* (Bloch).—Young specimens 170 mm. long of this fine fish, which when adult may measure 3 to 5 feet in length and weigh from 20 to 100 pounds, are frequently caught by boys with hook when fishing for smelt.

FAMILY: LABRIDÆ.

20. *Tautogolabrus adspersus* (Walbaum).—An excessively abundant fish about the wharfs. It is very variable in size and colour, and is popularly known as the perch or cunner.

FAMILY: BALISTIDÆ.

21. *Balistes carolinensis* (Gmelin).—One specimen of this remarkable File-fish was brought in by the deep-set fishermen, who stated that it was 'gaffed' on Banquereau Bank, about fifty miles southeast of Canso. It was seen near the surface swimming around a floating buoy. Its captors had never seen one before, and it may be added that while the members of the family are abundant in tropical seas they become very scarce in higher latitudes.

FAMILY: MOLIDÆ.

22. *Mola mola* (Linnæus).—The sun-fish, as it is called all over the Atlantic waters of Europe and this continent, is not uncommon at Canso and out on the 'Banks.' Specimens even come close to the beach, and one was driven ashore by the fishermen with oars and gaffs, and was brought to the station. Another example was also obtained, and the measurements of each respectively were 1,480 mm. long and 1,780 mm., vertically from the tip of the dorsal to the tip of the anal fin, in the first, and 1,790 mm. long and 2,020 mm. vertical measure, in the second. The stomach of one was empty, while in the other were found two squid.

FAMILY: SCORPÆNIDÆ.

23. *Sebastes marinus* (Linnæus).—A few specimens of this fish called locally 'Red Perch' or 'Gale fish,' or more widely the 'Norway haddock,' are taken on every trawl of hooks, but no use is made of them. They frequent a soft bottom at the base of the slope from shallow to deep water at about 60 fathoms. I found that neither the pectoral nor ventral fins are long enough to reach the anus.

FAMILY: COTTIDÆ.

24. *Triglops pingeli* (Reinhardt).—A specimen swept into the beam-trawl net at 18 fathoms depths in Chedabucto Bay was 78 mm.; and in several respects it differed from the description given by Drs. Jordan and Evermann. The series of spines along the base of the dorsal fin is continued to the caudal fin; but from the middle of the second dorsal fin the spines are small and not obvious. Dorsally it is light greenish-brown, mottled with a light reddish shade of the same colour. There are four dark saddles across the back; an interrupted black line runs along the side; there is no ocellus on the anterior dorsal fin. Each of the dorsal fins exhibits three black lines, while the pectoral fin has four dark bars and the anal fin is white. A distinct dark line runs below the eye on each side of the head.

25. *Myoxocephalus grœnlandicus* (Cuv. and Valenc).—This species is exceedingly common in shallow water, and shows great variation in colour. It ranges in length from 130 to 170 mm.

26. *Myoxocephalus octodecimspinosus* (Mitchill).—Several specimens were taken in the beam-trawl net in 18 fathoms of water on a sandy bottom in Chedabucto Bay. In one example, 201 mm. long, the soft dorsal fin had a short anterior spine; but possibly this feature was not normal, as in two smaller specimens it was absent. In the same large specimen the preopercular spine does not extend so far as the opercular spine; but this does not apply to the two smaller examples.

27. *Hemitripterus americanus* (Gmelin)—This is a very common fish at Canso, and as a rule called the 'Sculpin.' It occurs at depths of a few feet down to 50 or 60 fathoms, and varies most remarkably in colour; some are bright red, others dark brown, and there are intermediate shades. The brilliant-red specimens generally occur in deep water; but the dark-brown type occurs at all depths. Large specimens are taken, the largest being no less than 511 mm. long. They are used as bait in the lobster traps with other rejected or 'offal' fish.

FAMILY: AGONIDÆ.

28. *Aspidophoroides monopterygius* (Bloch).—The beam-trawl net secured several specimens in Chedabucto Bay at a depth of about 18 fathoms.

FAMILY: CYCLOPTERIDÆ.

29. *Cyclopterus lumpus* (Linnæus).—This fish, generally known as the lumpfish, lumpsucker, or in Scotland the 'paidle,' is plentiful at Canso in the spring; but much scarcer in summer. I examined one specimen caught by a fisherman on his baited hook while fishing for pollack. The colour appears to fade very quickly from the slimy skin after death.

FAMILY: BLENNIIDÆ.

30. *Pholis gunnellus* (Linnæus).—This eel-like familiar fish, often called the Gunnel or Butterfish, is very common under stones at low water, and eludes capture by reason of its exceedingly slimy, slippery integument.

31. *Stichæus punctatus* (Fabricius).—One specimen of this peculiar blenny was found in the beam-trawl net when fishing in 18 fathoms of water in Chedabucto Bay on a sandy bottom. Another was obtained in a moribund condition under a wharf. The markings differ very much from the description of Drs. Jordan and Evermann. There is no tinge of scarlet; but the colour is light-brown above, whitish-yellow below, while black blotches occur dorsally, and eight or nine large irregular brownish blotches on the sides. There are twelve black spots on the anal fin. The blotches on the side are somewhat indistinct in one of the specimens.

32. *Ulvaria subbifurcata* (Strong).—Four specimens of this species were obtained. One was found under some stones on the beach, when looking for gunnel or butterfish, while two were brought up in the dredge in 6 to 10 fathoms of water, and the fourth was taken in the beam-trawl net in the bay in 30 fathoms of water. It would appear, therefore, not to be wholly a deep-water fish, and I may add that there can be no doubt as to my identification of the specimens.

FAMILY: CRYPTACANTHODIDÆ.

33. *Cryptacanthodes maculatus* (Storer).—This rather uncommon fish is taken on the hooks of the haddock-trawls at about 20 fathoms depth. It is often called the Lamper-eel, in common with *Zoarces* the viviparous blenny. All the specimens in my hands were dark in colour; the lateral line was distinct, showing about 140 pores, and the colouring is lighter along this line.

FAMILY: ANARHICHADIDÆ.

34. *Anarhichas latifrons* (Steenstrup and Hallgrimsson).—One very large specimen of the wolf-fish was taken on the trawl of the steamer *Active* in about 50 fathoms. I learned that not more than one or two specimens are secured in a season, so that it is not a common fish. Its length was 1,166 mm., or including the caudal fin to its final margin, 1,240 mm. The shape of the fish differed very much from that given by Drs. Jordan and Evermann, as the abdomen was far more prominent, the vertical depth being contained three times in the length. The mouth for so large a fish seemed small, and the vomerine teeth extended within one centimetre of the posterior palatines. The American authorities referred to are certainly in error in stating as a generic character the presence of an air-bladder. There is no sign of such an organ in this species or in the Sea-cat, *A. lupus*. The dorsal fin is continuous with the caudal fin; but becomes very much narrowed as it approaches the caudal. This fish is of a dark-brown chocolate colour, obscurely mottled. Four sea-urchins, 45 to 60 mm. in diameter, were found intact in the stomach, except that the spines were detached.

35. *Anarhichas lupus* (Linnæus).—This species is common at Canso, and almost every trawl of hooks brings up a few. The local fishermen call it 'Catfish,' as they do

in Britain, and they are loud in its praises as an edible fish, though it is treated as 'offal' fish. I took from the stomach gastropod and lamellibranch shells, hermit crabs, sea-urchins, and the much branched *Astrophyton.*

36. *Anarhichas minor* (Olafsen).—Occasional specimens, differing from the two foregoing species, are occasionally brought in by the fishermen, and appear to belong to this species. Like *A. latifrons* this is usually regarded as a purely Arctic wolf-fish.

FAMILY: ZOARCIDÆ.

37. *Zoarces anguillaris* (Beck).—This species appears to be common at about 20 fathoms depth, and is constantly caught by the trawl hooks or in the beam-trawl net. The usual name for it at Canso is Rock-eel or Lamper-eel. There are great variations in the relative dimensions of the head, pectoral fin and abdomen, and in the thickness of the lips. I noticed that the first ray of the dorsal fin is generally behind the line of the preopercle, and not above it.

38. *Lycodes*, sp.—Three specimens were taken on the trawl-hooks of the steamer *Active* at a depth of about 50 fathoms where the bottom is sandy. The fishermen declare that it is sometimes taken on the 'Banks;' but they appear to have no popular name for it. One man called it the 'Laughing Jack.' It seems to correspond with no species described by Drs. Jordan and Evermann, and I therefore give my notes on the specimens in detail:—

	Specimen No. 1.	Specimen No. 2.
Length	662 mm.	656 mm.
Head	166 mm.	160 mm.
Depth	87 mm.	90 mm.
Width of eye	22 mm.	18 mm.
Interorbital space	26 mm.	26 mm.
Snout	57 mm.	60 mm.
Pectoral fin	94 mm.	94 mm.
Ventral fin	14 mm.	15 mm.
Dorsal fin	....	96 rays
Anal fin	....	69 rays
Pectoral fin	18 rays	18 rays
Upper jaw, length	....	84 mm.
Lower jaw, length	....	54 mm.
Base of ventral to anus	....	166 mm.
Depth at anus	....	75 mm.
Distance between nostrils	....	30 mm.
Distance from eye to nostril	....	38 mm.
Highest dorsal ray	....	39 mm.
Highest anal ray	....	30 mm.

The head is very wide and flat, while the body is compressed and tapers backward to a point. The jaws have very wide flaps, which on the upper jaw project very much. A fold of skin on the chin runs parallel with the edge of the lower mandible and ends in a free laterally compressed flap. The lower jaw is included. The teeth are all conical, and are found on the upper and lower jaws, palatines, and vomer. In the upper jaw there is one row supported at the front by two or three small teeth on a posterior row; the vomerine teeth form a small transverse oval patch; the palatines form a single row on each side diverging posteriorly; in the lower jaw there are three rows for a short distance anteriorly and one row follows posteriorly; the row of maxillary teeth is 35 mm. long, palatines 29 mm., vomerines 9 mm. × 4 mm., mandibular 55 mm. long. The dorsal fin commences about 2 cm. behind the pectoral; the dorsal and anal unite around the caudal; both are highest at the anterior, tapering posteriorly; the ventral fins are conical, almost teat-like. Scales are present on the sides of the body, beginning a little behind the pectoral fin, and are round, cycloid, the largest being about 1 mm. in diameter; they are imbedded in skin, the spaces between them being about two diameters. The dorsal and anal fin are scaly to the free margin behind, but the distal part is naked anteriorly. The head, part of the nape, sides of body for 2 cm. behind the pectorals, the abdomen, pectoral and pelvic fins are scaleless. The ground colour is a greenish-yellow except on the chin, throat and pectoral fins, which are whitish, the latter becoming dusky toward the tips. The sides and top of the head are reticulated with black, passing just in front of the top of the gill-slit; over the top of the head from side to side is a light, conspicuous band of the ground colour bounded at the edges by a wavy, black line; about nine wide, black, transverse bands pass across the sides, and are extended into the dorsal fin, where they are lost; these black bands become less distinct posteriorly, and do not extend to the ventral surface; each band consists of a reticulation of black on a green back-ground. It is quite unlike the reticulations of *L. reticulatus,* as the black is not in narrow lines but in bands of 5 to 10 mm. in width. The dorsal fin is edged with darker, the anal fin has scattered shades of dusky most marked posteriorly. There are indications of the median lateral line on the last 150 mm. of the tail.

FAMILY: GADIDÆ.

39. *Pollachius virens* (Linnæus).—This is one of the most abundant food-fishes at Canso, 500,000 pounds being the annual catch. It is captured usually with hook and line in the surface waters from June to December. A few, however, are brought up on the hooks of cod-trawls from 30 to 50 fathoms. On being brought to the wharf, the head is removed and the backbone excised. They are then salted and shipped to the West Indies. The fishermen receive from one-half to one cent per pound for their pollack.

40. *Urophycis tenuis* (Mitchill).—This species of hake, commonly called 'Squirrel hake' by the fishermen, is captured occasionally on the cod-trawl hooks on muddy bottoms. One specimen carefully examined by me varied considerably from the description of Drs. Jordan and Evermann, and I therefore detail the measurements: Length, 865 mm.; depth, 215 mm.; orbit, 36 mm.; snout, 63 mm.; inter-orbital space, 58 mm.; length of pectoral fin, 144 mm.; head, 235 mm.; length of filamentous dorsal ray filament, 85 mm.; rays of dorsal fin numbered 11, 54, the rays of the anal fin 50, of the pectoral fin 15, of the ventral fin 4. Twelve rows of scales occurred between the lateral line and the anterior dorsal fin; the number of scales along the lateral line is 130. The head as shown by the examination of several other specimens was found to be contained less than four times in the length, and the depth to be contained less than five times in the length. I may add that the term 'Squirrel hake' may be applied to any small hake.

41. *Enchelyopus cimbrius* (Linnæus).—Two specimens were secured by the beam-trawl in 30 fathoms of water in Chedabucto Bay.

42. *Gadus callarias* (Linnæus).—The cod is of course a supremely important fish of Canada. The fishing season extends throughout the year, and about 3,566,000 pounds of this fine food-fish, for which the fishermen receive from ¾ to 2 cents per pound, are taken annually. 1,000,000 pounds are salted and dried, 1,000,000 are salted, 1,000,000 pounds are shipped fresh packed in ice, and 500,000 pounds are shipped fresh frozen. The fresh fish supplies the market for Canada, and the salted is disposed of in Canada and the West Indies.

43. *Melanogrammus æglefinus* (Linnæus).—About 3,000,000 pounds of this fish are taken annually at Canso. 400,000 pounds are smoked and 25,000 pounds are salted; 25,000 pounds are salted and dried, 2,000,000 pounds are shipped fresh packed in ice, and 550,000 pounds are shipped fresh frozen. The fresh and smoked are consumed in Canada, the salted in Canada and the West Indies and the dried in the West Indies.

Fishermen receive one-half to two and a half cents per pound. They are caught throughout the year.

FAMILY: PLEURONECTIDÆ.

44. *Hippoglossus hippoglossus* (Linnæus).—This is a very important food-fish. The size varies from a few pounds to two hundred or even more dressed. They are caught with hook and line and on the trawls. Those with the lower surface white are considered much better than those with a duller colour, and bring a much better price. 300,000 pounds are caught annually, which is shipped fresh to the Canadian market. Fishermen receive from 1 to 10 cents a pound. They are caught throughout the year.

45. *Reinhardtius hippoglossoides*(Walbaum).—This fish is not uncommon at Canso. It is taken on the trawl on muddy bottom in about 50 fathoms or deeper. It is here called the 'Turbot,' and is considered good eating. The anal and dorsal fins are scaled, and the number of canines in upper jaw varies, one having two on right side and three on left; another has two on right side and one on left side.

46. *Hippoglossoides platessoides* (Fabricius).—This is a very common fish on the trawls, and is only occasionally marketed. Very many young specimens from 4 or 5 cm. to 25 cm. long were taken in the beam-trawl at 20 fathoms in Chedabucto Bay. The young specimens have characteristic markings; along the dorsal margin are three distinct large, black, round ocelli, and on the ventral margin are four ocelli; other smaller fainter spots are also seen on the margins.

47. *Limanda ferruginea* (Storer).—A few specimens were got in the beam-trawls from 20 fathoms in Chedabucto Bay.

48. *Pseudopleuronectes americanus* (Walbaum).—This is the common flat fish of shallow water. It is seen under wharfs, in eel-grass, and a few were captured every day in the trap-nets. Many were taken by beam-trawl in 20 fathoms.

49. *Glyptocephalus cynoglossus* (Linnæus).—A few of these were got by the beam-trawl in Chedabucto Bay. The fishermen call it the 'Lemon Sole' or the 'Fluke.'

50. *Lophopsetta maculata* (Mitchell).—One specimen 230 mm. long was got from a thap-net and two or three were got by the beam-trawl in Chedabucto Bay.

FAMILY: LOPHIIDÆ.

51. *Lophius piscatorius* (Linnæus).—This fish is obtained very commonly on the hooks of the long trawls in deep water and at moderate depths.

X

PRELIMINARY REPORT ON THE TREMATODES OF CANADIAN MARINE FISHES.

By J. Stafford, M.A., Ph. D.

(McGill University, Montreal.)

The worms that live parasitically upon the surfaces or in the cavities or tissues of our fishes may be distributed into six groups :—

1. Turbellaria.
2. Trematoda (Sucker worms).
3. Cestoda (Tape worms).
4. Nematoda (Thread worms).
5. Acanthocephala (Hook-headed worms).
6. Hirudinea (Leeches).

Excepting the first, each of these groups is represented by numerous different kinds as will be indicated in this brief account by the enumeration of the species of Trematodes hitherto observed at the biological station, with an appended list of their hosts. The Trematodes are commonly divided into (1) Ectoparasitic Trematodes, or those that live on the skin or gills, and (2) Endoparasitic Trematodes, or those that occupy some internal organ. The first are generally the more active, often possessing such special sense organs as eyes; are well adapted, by flatness of form in the larger species, and especially by the presence of suckers or hooks, to their habit of clinging to the surfaces of their hosts; are most closely affiliated by organization with their nearest relatives among free-living worms; and develop from eggs by a direct and gradual process of growth. The second are generally more quiescent, having no special sense organs; are more completely adapted to life in an internal organ; possess typically two suckers (sometime only one) and no hooks; and develop primarily from eggs, but by a long, often complex series of transformations. The parasite during these transformations lives at one stage in such an animal as a snail (intermediate host), and at a later stage in a fish (final host) which has eaten the snail and in which the worm now comes to full development and produces eggs.

The life-histories of the species catalogued below are not known to me and are matters for future research, but from what is known of others we may anticipate that the eggs of an ectoparasitic Trematode are deposited where it lives, on the gills or skin of a fish. The embryos develop in the egg-shells or capsules which finally burst, and then the young animals either remain on the same host or swim about for a short time. In the latter case they may spread to new hosts, especially if a school of fishes is in proximity, and settle down to the mode of life of their ancestors.

With the endoparasitic Trematodes it is different. Each worm retains in its long uterus an enormous number of eggs, only the first-formed or oldest of which are from time to time deposited in the organ of the host occupied by the worm (intestine, gall-bladder, urinary-bladder, &c., of a fish) and make their way out with the excrements. When the eggs reach the sea water their contained embryos are already advanced in organization, being provided with locomotory cilia and eye-spots; and, upon bursting the shells, are capable of spending a brief existence as free-swimming larvæ (Miracidia). During this time they must find suitable hosts (snails, annelids, crabs, &c.), into the soft parts of which they penetrate. Here they remain immature, but their locomotory and sense organs degenerate, and they become so far transformed and so entirely different from either the free-living miracidium or the mature adult as to be completely unrecognizable, in which case the specific identity can only be made out by finding intermediate stages. It may also happen that the larva in the snail (called a sporocyst) does not transform directly or slowly into the adult form, but by a kind of internal budding produces clusters of cells that develop into new individuals, the old individuals becoming disintegrated and destroyed. The primary intermediate host may, in some cases, serve as food to a secondary intermediate host, which in its turn falls prey to the final host, in each case the parasite suffering a change of environment. Sooner or later—but always in the definitive host (a fish)—the parasite reaches its final development, becoming sexually mature and producing eggs.

The list of species studied at the Marine Biological Station in the course of my investigations is as follows—

I. TURBELLARIA.

1. *Micropharynx parasitica* Jägerskiöld.
   (=*Pseudocotyle fragile* Olsson). On the skin of the barn-door skate, *Raja lævis* Mit.

II. ECTOPARASITIC TREMATODES.

1. *Tristomum molae,* Blanchard. On the skin of the sun-fish (Mola mola L.).
2. *Tristomum coccineum,* Cuvier. On the gills of the sword-fish (Xiphias gladius L.).
3. *Epibdella hippoglossi,* O. F. Müller. Skin of halibut (Hippoglossus hippoglossus L.).
4. *Acanthocotyle verrilli,* Goto. Skin of starry-ray (Raja radiata Don.).
5. *Pseudocotyle apiculatum,* Olsson. Skin of dog-fish (Squalus acanthias, L.).
6. *Udonella caligorum,* Johnston. Attached to tails of specimens of *Caligus* which are themselves parasitic crustacea on the skin of the cod-fish (Gadus callarias L.).
7. *Octocotyle scombri,* Kuhn. Gills of mackerel (Scomber scombrus L.).
8. *Dactylocotyle denticulatum,* Olsson. Gills of pollack (Pollachus virens, L.).
9. *Dactylocotyle phycidis,* Parona et Perugia. Gills of hake (Phycis chuss Walb.).
10. *Anthocotyle merlucii,* van Beneden et Hesse. Gills of silver hake (Merluccius bilinearis Mit.).
11. *Onchocotyle abbreviata,* Olsson. Gills of dog-fish (Squalus acanthias, L.).

III. ENDOPARASITIC TREMATODES.

1. *Distomum veliporum,* Creplin. In the oesophagus, stomach, and intestine of the barn-door skate (Raja laevis Mit.).
2. *Derogenes varicus,* O. F. Müller. Mouth, oesophagus, stomach of—
   Salmon (Salmo salar L.).
   Cod (Gadus callarias L.).
   Haddock (Melanogrammus aeglefinus L.).
   Pollack (Pollachius virens L.).
   Herring (Clupea harengus L.).
   Smelt (Osmerus mordax, Mit.).
   Rose-fish (Sebastes marinus L.).

Eel (Anguilla anguilla L.).
Wry-mouth (Cryptacanthodes maculatus Storer).
Sculpin (Acanthocottus scorpius, L.).
Sea raven (Hemitripterus Americanus Gmelin).
Angler (Lophius piscatorius, L.).
Halibut (Hippoglossus hippoglossus L.).
Sand dab (Limanda ferruginea Storer).
Greenland turbot (Platysomatichthys hippoglossoides Walb.)
Rough dab (Hippoglossoides platessoides Fab.).

3. *Hemiurus appendiculatus,* Rudolphi. Oesophagus and stomach of—
Salmon (Salmo salar L.).
Smelt (Osmerus mordax, Mit.).
Herring (Clupea harengus L.).
Cod (Gadus callarias L.).
Pollack (Pollachius virens, L.).
Sand lance (Ammodytes tobianus L.).
Eel (Anguilla anguilla L.).
Sculpin (Acanthocottus scorpius, L.).
Halibut (Hippoglossus hippoglossus L.).
Greenland turbot (Platysomatichthys hippoglossoides Walb.)

4. *Lecithaster bothryophorus,* Olsson. (=*Apoblema mollissimum* Levinson). Intestine of—
Salmon (Salmo salar L.).
Herring (Clupea harengus L.).

5. *Distomum simplex,* Rudolphi. Intestine of—
Salmon (Salmo salar L.).
Rose-fish (Sebastes marinus L.).
Stickleback (Gasterosteus aculeatus L.).
Hake (Phycis chuss Walb.).
Mackerel (Scomber scombrus L.).
Sculpin (Acanthocottus scorpius, L.).

6. *Stephanochasmus sobrinus,* Levinsen. Rectum of—
Sea raven (Hemitripterus Americanus Gmelin).
Wry-mouth (Crypstacanthodes maculatus Storer).
Lycodes sp.

7. *Stephanochasmus hystrix,* Desjardins. Encysted on fins of Winter flounder (Pseudopleuronectes americanus, Walb.).

8. *Deropristi inflata,* Molin. Small intestine of Eel (Anguilla, anguilla L.).

9. *Distomum rachion,* Cobbold. Intestine of Haddock (Melanogrammus aeglefinus, L.).

10. *Distomum furcigerum,* Olsson. Stomach and intestine of—
Winter flounder (Pseudopleuronectes americanus, Walb.).
Greenland turbot (Platysomatichthys hippoglossoides, Walb.).
Rough dab (Hippoglossoides platessoides, Fabr.).
Wry-mouth (Cryptacanthodes maculatus, Storer).

11. *Lepidophyllum steenstrupi,* Odhner. Urinary bladder of—
Wolf-fish (Anarrhicus lupus, L.).
Eel-pout (Zoarces anguillaris, Peck).

12. *Distomum incisum,* Rudolphi (= Distomum fellis, Olsson). Gall-bladder of—Wolf-fish (Anarrhicus lupus, L.).

13. *Distomum fragile,* Linton. Intestine of Sun-fish (Mola mola, L.).

14. *Accacoelium contortum,* Rud. Gills of Sun-fish (Mola mola, L.).

15. *Accacoelium macrocotyle,* Diesing?. Intestine of Sun-fish (Mola mola, L.).

16. *Gasterostomum armatum,* Molin. Cæca and duodenum of—
  Sculpin (Acanthocottus scorpius, L.).
  Sea-raven (Hemitripterus americanus, Storer).
  Cusk (Brosmius brosme, Müller).
  Halibut (Hippoglossus hippoglossus, L.).

17. *Distomum sp.* (Linton, 1901, Plate XXXII., f. 359.) Intestine of—
  Halibut (Hippoglossus hippoglossus, L.).
  Sea-raven (Hemitripterus americanus, Storer).

18. *Distomum sp.* (Linton, 1901, Plate XXXII., f. 354.) Stomach and intestine of Killifish (Fundulus heteroclitus, L.).

19. *Distomum,* sp., an undescribed species. Intestine and cæca of Halibut (Hippoglossus hippoglossus, L.).

20. *Distomum,* sp., an undescribed species. Urinary bladder of Wolf-fish (Anarrhicas lupus, L.).

21. *Distomum,* sp., an undescribed species. Intestine of Wolf-fish (Anarrhicas lupus, L.).

22. *Distomum,* sp. (appendiculate). Intestine of Angler (Lophius piscatorius, L.).

23. *Distomum,* sp. (immature).—In black, fibrous cysts in stomach-wall of Angler (Lophius piscatorius, L.).

24. *Distomum, sp.* (immature). Encysted in skin of Cunner (Ctenolabrus adspersus, Walb.).

To this list may be appended:—

Distomum, sp. (immature). Intestine of the Squid (Ommastrephes illecebrosa).
Distomum, sp. (immature)). In the parapodia of an Annelid, Nereis virens.

MONTREAL, February, 1903.

XI

THE EGGS AND EARLY LIFE-HISTORY OF THE HERRING, GASPEREAU, SHAD AND OTHER CLUPEOIDS.

BY PROFESSOR EDWARD E. PRINCE, DOMINION COMMISSIONER AND GENERAL INSPECTOR OF FISHERIES FOR THE DOMINION OF CANADA.

(WITH THREE PLATES.)

In view of the economic importance of the herring family (the Clupeidæ), of which some species, such as the sea-herring, the shad, sardine, &c., have a high commercial value, it is a matter of surprise that accurate information regarding the habits and life history of most clupeoids is not available, or, at any rate, not generally accessible. For a long period the most absurd opinions prevailed respecting the migrations and spawning of so familiar a member of the family Clupeidæ as the common herring of the Atlantic ocean and the North Sea. Pennant's version of the theory, universally accepted a century and a half ago, is so often referred to in works on fishing industries, that I quote somewhat fully from his 'British Zoology,' vol. III., London, 1769. 'The herring,' he says, 'are met with in vast shoals on the coast of America as low as Carolina, and in Chesapeake bay there is an annual inundation of those fish, which cover the shores in such quantities as to become a nuisance. We find them again in the seas of Kamtzchatka, and possibly they reach Japan,* for Koempfer mentions, in his account of the fish of that country, some that are congenerous. The great winter rendezvous of the herring is within the Arctic circle; there they continue for many months, in order to recruit themselves after the fatigue of spawning, the seas within that space swarming with insect food, in a degree far greater than in our warmer latitudes. This mighty army puts itself in motion in spring. we distinguish this body by that name, for the word "herring" is derived from the German "Heer," an army, to express their numbers. They begin to appear off the Shetland isles in April and May; these are only forerunners of the grand shoal which comes in June, and their appearance is marked by certain signs, by the numbers of birds, such as gannets, and others which follow to prey upon them; but when the main body approaches, its breadth and depth are such as to alter the appearance of the ocean. It is divided into two distinct columns 5 or 6 miles in length and 3 or 4 in breadth, and they drive the water before them with a kind of rippling, sometimes they sink for the space of 10 or 15 minutes, then rise again to the surface, and in bright weather reflect a variety of splendid colours, like a field of the most precious gems. . . . . . . The first check this army meets it divides into two parts, one wing takes to the east, the other to the western shores of Great Britain, and fill every bay and creek with their numbers; others pass on towards Yarmouth, the great and ancient mart of herrings; they then pass through the British channel, and after that in a manner disappear. Those which take to the west, after offering themselves to the Hebrides, where the great stationary fishery is, proceed towards the north of Ireland, where they meet with a second interruption, and are obliged to make a second division; the one takes to the western side, and is scarcely perceived, being soon lost in the immensity of the Atlantic; but the other, which passes into the Irish sea, rejoices and feeds the inhabitants of most of the coasts that border on it. These brigades, as we may call them, which are thus separated from the greater columns, are often capricious in their motions, and do not show an invariable attachment to their haunts. . . . . . Though we have no particular authority for it, yet as very few young herrings are found in our seas during winter, it seems almost certain that they must return to their parental haunts, beneath the ice, to repair the vast destruction of their race during the summer by men, fowl and fish. Some of the old herring continue on our coasts the whole year; the Scarborough fishermen never put down their nets but they catch a few; but the numbers that remain are not worth mention in comparison to the numbers that return.'

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* There is an important herring fishery in Japan to which I refer on a subsequent page.

Dr. John Johnston, in his famous Historia Naturalis, De Piscibus et Cetis, lib. V., Amsterdam, 1657, ventured to give a more detailed account of the herring migrations off the British islands. His quaint Latin narrative may be thus rendered: 'Wonderful indeed are the particulars of the migrations of the herring. In former days they lingered in Norwegian waters as their home; but in our time they swim all round Britain in immense armies. About midsummer they seek the Scottish shores from the deeps, and they descend upon the English coast, being taken from Scarborough Castle to the Thames from the middle of August. Afterwards some are carried by currents into the English channel and there offer themselves to the fishermen until Christmas. Thence they swim along both sides of Ireland to the north ocean, as if circumnavigating Britain, and then disappear until June. Later they return as soon as winter is over.'

It is due to Mr. John Cleghorn, of Wick, Scotland, that this marvellous story of the herring's movements from northern waters was first discredited. In a paper read before the British Association, at Liverpool, in 1854, he set forth the following considerations unfavourable to the generally accepted theory:—

(1) Herring remain within narrow limits as local races, distinct in size, quality, time of spawning, &c., and do not migrate over immense distances. (2) Increased netting has not increased the total yield as compared with the previous twenty-five years, owing to the depletion of the local schools. (3) Catches at particular stations may be vastly increased; but the fish in restricted areas may be exterminated.* (4) On extensive open shores herring survive in numbers longer than in circumscribed areas, especially near large cities, where the fish always decline and disappear first.

There is now a general consensus of scientific opinion that all the important species of food fishes are local in their distribution and migration, the herring being no exception to this general rule. Not only are local varieties of herring distinguishable, but even on the same parts of a coast the herring schools have been separated into littoral and deep-water varieties. Thus, in Norway, a shore herring has been recognized, while a deep-water herring, which comes inshore at the spawning time only, has been similarly distinguished. Such littoral and deep-water schools of other marine creatures may exist, so that the fishermen of Nova Scotia who speak of the deep-water lobsters are no doubt right in regarding them as distinct from those habitually haunting the areas close inshore. The herring, on most shores where attention has been directed to the matter, appear to move off into open or deep water after spawning, the schools which continue to linger near shore being small and unimportant. It is, indeed, this existence of local schools of all kinds of fishes, which ensures most effectively the continuance of the fisheries as a commercial resource. Were the herring of a sea, like the North sea or German ocean, to move annually in one great body, it might be possible by effective and vastly increased methods of destruction to imperil them with total extermination, but the onslaught made by man and by the natural enemies of the finny tribes cannot destroy utterly all these local schools, to which reference has been made, and the recuperation of even depleted areas from more populous areas is no doubt Nature's method of constant restoration.

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*Amongst the statements of the Royal Commission on Scottish Herring Fisheries, 1879, this occurs: 'Either from the operations of man, or from some other cause, the herrings have been deterred from entering firths and sea-locks in the same numbers as formerly.'

On the shores of Britain, excepting perhaps the southern shore, there are two spawning seasons annually for herring. Professor Huxley, in 1862, distinguished the spring and autumn spawning schools. Their periods of spawning are January to March, and from the end of August to the end of September,* the earlier spawning schools vastly surpassing in numbers the later or autumn schools. The migration inshore of the fish about to spawn reveals a remarkable serial succession as the fishermen move from their northern fishing grounds to the south with the progress of the season. The following table shows the dates, from May to December, at which the herring fleet operates on the coasts of the British isles:—

BRITISH HERRING FISHERIES STATIONS.

—	Miles Distance from Land.		Months.	
	From	To	From	To
Scotland—				
Stornaway	15	20	May 12	June 21
Shetland	2	10	" 15	July 15
Orkneys	3	16	July 15	Sept. 6
Wick	25	60	"	"
Lybster	10	40	"	"
Helmsdale	15	30	"	"
Banff	40	60	" 14	" 30
Fraserburgh	5	65	" 1	" 15
Peterhead	15	60	June	"
Aberdeen	30	70	"	"
Stonehaven	30	70	July 10	" 3
Montrose	5	50	" 10	" 13
Anstruther	15	60	"	"
Leith	15	20	June	"
Eyemouth	3	35	" 12	July 30
England—				
Berwick	10	70	"	"
Sunderland North	5	70	"	"
Shields	10	70	July	August
Sunderland South	10	60	"	"
Hartlepool	10	50	"	"
Whitby	4	30	"	"
Flamboro' Head	8	50	"	"
Dimlington and Spurn	12	35	August	Oct.
Cromer	10	30	Sept.	"
Yarmouth	7	40	October	Dec.
Lowestoft	7	40	"	"
Southwould	6	40	"	"
Ramsgate	8	30	Nov.	"
Dover	6	15	"	"
Dungeness	5	15	"	"
Hastings to Beachy Head	5	15	"	"
Plymouth	4	10	Dec.	Jan.
Ireland—				
Kinsale	6	20	April	June
Fastnet Rock	10	20	"	"
Gailey Head	6	20	"	"
Queenstown	12	60	"	"
Isle of Man	6	30	"	"

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* This is clearly shown by the Scottish Fishery Board's Reports, as the 'Crown' brand for 'full' herrings is affixed during the two periods, viz., February and March and again in July and August.

In Canada there is a spring and fall migration of the herring, the earliest fish coming inshore as early as the month of March, or as soon as the ice disappears; but they are of small size, poor in condition, and used chiefly for bait in cod fishing. Later the fine fat bank herring move easterly from the west, and are taken some distance off shore, but in June and July the best herring for market purposes are generally taken. The spring spawners deposit their ova in shallow water in May, while the fall spawners come in in the months of September and October, and besides containing large roes or milts are of much larger size than the earlier runs. On the Labrador coast very large herrings are taken, the season commencing as a rule at the end of August, and being carried on in September and October. They are regarded as of very superior quality.

Owing to its vast commercial importance, it is not surprising that the herring has formed the subject of many reports and disquisitions. In 1864 the well-known work treating solely of the herring, by Mr. J. M. Mitchell, appeared. It was entitled 'The Herring, its Natural History and National Importance,' and in that work the Arctic migration theory was finally demolished. Accurate information upon the eggs of the herring and the spawning grounds was long wanting, but the eminent Professor G. J. Allman, on March 1, 1864, assisted by Dr. Bain, obtained off the Isle of May, on the coast of Fife, a quantity of herring spawn which was found attached to the rocky bottom at 14½ to 20 fathoms depth. In February and March, spawning, or 'full' herring were known to occur there in quantity, and dredges were used and divers were sent down in order to secure the eggs deposited under natural and normal conditions. The nature of the eggs and their mode of attachment to the sea bottom was thus finally settled. In 1874, some interesting experiments were carried out at Kiel, in Germany, the herrings' eggs being artificially fertilized and incubated under the supervision of a special commission in May, and the young fry, after hatching, were kept until the yolk bag was exhausted in the sixth day. Other eggs were obtained, later in the same year, and carefully studied, viz., in October. The United States Fish Commission, four years later, hatched herring at Gloucester, Mass., and in 1883, Professor Ewart, Mr. J. T. Cunningham, and Dr. J. Gibson, carried out further hatching experiments in Edinburgh. An exceedingly able naturalist, the late Mr. Geo. Sim, of Aberdeen, treated fully the spawning and feeding habits of the herring, in certain original papers, notably one included in the Edinburgh Fisheries Exhibition Essays, 1882, while authorities such as Meyer, Heincke, Dr. F. Day, Duncan Matthews, George Brook, Prof. J. A. Ryder, Mr. E. W. L. Holt, and Drs. McIntosh and Masterman, have added greatly to our knowledge of the herring and allied species. More recently Ehrenbaum, P. P. C. Hoeck and others have published fine memoirs upon the subject, and references to these will be found on subsequent pages.

A valuable series of young Clupeoids was recently obtained by me in certain rivers and harbours in Nova Scotia and New Brunswick, and formed the subject of my study at the Canadian Marine Biological Station, and I am able to add to our knowledge of these fishes, especially the anadromous alewife, kyack or gaspereau (*Pomolobus pseudoharengus,* Wilson, and *P. æstivalis,* Mitchell), and to present in succinct form my researches, along with the results of various other scientific workers, I also include some notes made on the gaspereau spawning grounds on the Washademoak lake, St. John river, New Brunswick.

My first acquaintance with Clupeoid ova dates from April, 1885, when a batch of herring eggs, handed to me by Professor McIntosh, of the University of St. Andrews, occupied my attention, and I made drawings of the ova and of the young fry when they hatched out. These eggs, picked off the cart of a fish 'cadger' or pedlar in St. Andrews, Scotland, were placed in the tanks of the Marine (now the Gatty) Laboratory, where they were duly incubated. The eggs had been squeezed out of the ripe herring by the pressure of the fish heaped up in the cart, and in the mixed mass the sperms from the ripe males mingled with and fertilized the ova. The sun's rays had dried the outside of the spongy masses, and the inner eggs survived as clear glassy globes about 1/20 of an inch in diameter, thus convincingly demonstrating the hardy nature of the herring's eggs, a feature to which Professor McIntosh drew attention as a fact of vast importance from a fishery point of view. Indeed sufficient attention has not been directed to this fact, emphasized by Professor McIntosh, for there can be no doubt that the continued plenitude of the herring in waters, where immense fisheries have been carried on for centuries, is largely due to this hardiness to which that eminent authority drew attention.

Man is but one of a multitude of destructive agencies making war upon the herring; whales, porpoises, seals, &c., storms, high tides and other physical causes, all add to the destruction. In Gloucester, Kent, and Northumberland counties, New Brunswick, herring spawn is heaped up knee-deep for many miles, after severe gales, in some seasons, and is then carried on to the fields for manure. 'It is impossible,' wrote Dr. Pierre Fortin, a Canadian inspector, more than forty years ago, 'to form a correct idea without seeing it, of the immense abundance of ova of the herring deposited on the Canadian coast, where the herring spawns. I have seen the shore at Pleasant bay, Magdalen islands, covered 2 or 3 feet deep with them for several miles, and oftentimes on returning to my vessel I have seen the sea white with milt for several acres round, though when I passed the same spot two hours before the water was of the usual colour.' On the Pacific coast of Canada the herring schools are no less abundant, indeed they are even more plenteous. From the Straits of Georgia to Queen Charlotte islands, and still further north along the Alaska shores belonging to the United States, the herring are incredibly abundant. Near Nanaimo, Vancouver island, the harbours and bays appear to be filled with solid masses of moving herring, and I myself in February, 1902, passed through a floating mass of dead herring extending for over two miles as I travelled on the mail steamer from Vancouver to Nanaimo. Whether these fish, which floated in a mass two or three feet deep, die from suffocation, being crowded in narrow inlets and bays, or from submarine explosions or poisonous volcanic influences, has not been determined. In 1883, Burrard Inlet, near Vancouver City, was filled with herring, and by seining on a very small scale over 1,700 barrels of herring were secured, with little labour, which were salted and shipped to Australia, where there was an eager demand for them. Herring oil extracted by cooking and pressure was valued years ago at 40 cents per gallon, and the refuse remaining was converted into fertilizer material. The Alaska Oil and Guano Company, the principal United States producers of herring products on the Pacific coast, sent in 1900 into the markets no less than 172,000 gallons of herring oil, extracted from about 60,000 barrels of herring, besides 1,200 tons of guano (valued at $26,400), and 192 barrels of salted herring, valued at $960, the oil alone bringing $34,000. Other United States companies put up in the same season 3,000 barrels of salt herring, valued at $14,000. The British parts of the Pacific coast are regarded as even more productive, and a great herring industry lies open for development. Certain bays along the Tsimpsean peninsula and at the northern end of the Queen Charlotte group, are crowded with fine herring in the spring.

On the western Pacific shores the herring are plentiful, and there is a very important fishery on the coast of Japan, where they come in in immense schools from the outside sea to spawn at the end of spring and in the early summer. The west shores of Hokkaido are famous herring resorts; but the schools are generally distributed where there is a cold under-current in spring.

It may be added that over 40,000 barrels of herring are used annually on the Atlantic coast in the lobster fishery of Canada, the value at $1 a barrel thus amounting to $40,000.

Other Clupeoids, such as sprats, pilchards, shad, gaspereau, &c., appear in similar stupendous quantities when moving to their spawning grounds, or schooling for other purposes. 'I have seen,' said Dr. Matthias Dunn, the Cornwall fishery authority, 'a single porpoise drive tens of thousands of pilchards at will, as easily as a dog could drive a flock of sheep.'

The Basque sardine fishermen take advantage of this habit of the porpoise (marsouin), and surround sardines and porpoises with their seine, permitting the porpoises later to escape, as M. J. Kunstler describes (*La Question Sardinière*, Bordeaux, 1904): 'Pour pêcher, on recherche une bande de marsouins quel 'on suit jusqu'à ce qu'elle ait réussi à former un banc compact de sardines. Puis la senne est mise à l'eau, en même temps que les rameurs impriment au bateau un assez rapide mouvement en cercle. On entoure ainsi les marsouins aussi bien que les sardines.'

The eggs of the herring family have as a rule the form of small translucent glassy spheres, possessing a strong hard shell like thin transparent horn. They may cling together in spongy masses as bunches, or form a film of transparent pellets, on stones, algae, shells, &c., and leaving interspaces through which the water can flow freely, and thus aerate the eggs, or they may have the buoyancy of pelagic eggs and float freely at the surface (like the pilchard's and sprat's eggs), or lie loosely on the bottom, as is the case with the ova of the shad. Eggs which cling together like those of the herring are coated with a tenacious mucus, and as they fall through the water they are fertilized by the milt of the male, which beclouds the water, and on reaching the bottom the external cement hardens so that they bunch together, or cling firmly to foreign objects. Mr. Joel Ingersoll stated to the New Brunswick Herring Fishery Commission, in 1836, 'At Seal cove and Whale cove, at Seal cove particularly, (on Grand Manan island) I have seen the net warp become as thick as my arm with the herring spawn, and the nets and anchors covered also,' while Mr. Samuel Chaney, of Grand Manan, said, 'I have seen it on anchors and warps and on the nets in great quantities.'

In British Columbia the Indians lay twigs and tree branches on the shallow herring spawning grounds, and after they are coated with the eggs, they take the twigs out and either eat them, raw or dried, by nibbling the branches between their teeth, devouring the eggs as a great dainty.

All the Clupeidæ have not dense heavy eggs, as already pointed out. There are, indeed, three types of ova:—

(1) The demersal or non-buoyant eggs which cling together and are attached to adjacent objects at the bottom, of which the sea-herring is an example. The alewife, kyack, or gaspereau, produces non-floating eggs, not so dense as the herring's but much heavier than those of the shad and less than one-half the diameter of the shad's eggs. They adhere to each other and to stakes, stones, &c., under water, and measure about $\frac{1}{20}$ of an inch in diameter (1·27 mm.). They are fairly hardy, and survive conditions that would be fatal to the eggs of the shad.

(2) The semi-buoyant eggs like the delicate spherical ova of the shad, $\frac{1}{8}$ or $\frac{1}{7}$ of an inch in diameter (3.29 mm.), and very pale amber in colour (Plate IX., fig. 22). The ball of yolk (*a*), which only fills about one-sixth of the chamber of the egg capsule, is very granular but contains no large oil-globule. The eggs are tenacious when laid, but harden under water, and do not cling to adjacent objects. They simply roll loosely on the rock, sand, or shelving flats in the non-tidal parts of rivers, where the shad spawns. The Twaite Shad (*Clupea finta* Cuv.) occurs in Britain and in European waters, but has not been recognized on this continent, though it is possible that it inhabits our coasts; indeed as Mr. Thomas F. Knight, in 'The River Fisheries of Nova Scotia' (Halifax, N.S., 1867), says, 'It is said by the fishermen of the Bay of Fundy that there are two species or varieties . . . . . This opinion is not confirmed by any description of the shad by naturalists; they know of but one species.' It produces an egg (Plate IX., fig. 21) quite different in size and other features from the common shad or Allis shad, as it is called in England. It is a much larger ovum than that of *Clupea alosa*, being $\frac{17}{100}$ of an inch in diameter (4·25 mm.). Dr. Ernst Ehrenbaum has studied very carefully the egg of this species at the Biological Station, Heligoland, and he refers to a peculiar reticulated character possessed by the shell or egg capsule: thread-like thickenings forming a rectangular network, like a fine basket-work pattern, so that the shell externally appears as if divided into minute squares, some being incomplete (Plate IX., fig. 25). Ehrenbaum describes the egg in detail (Beiträge zur Naturgesch. einig. Elbfische, Wissensch. Meersuntersuch, Bd. 1), as well as the larval, post-larval and adult life-history, and on a later page I refer to his elaborate account.

(3) Finally, there is the typical pelagic or floating egg of some Clupeoids. All pelagic eggs are marked by translucency, buoyancy and extreme delicacy of structure; but the eggs of the sprat (*Clupea sprattus*, L.) and the pilchard or sardine (*Clupea pilchardus,* Walb.) are of unusual delicacy and buoyancy. The ova named are practically spherical; but one clupeoid ovum of the pelagic type is quite ellipsoidal, viz., that of the anchovy (*Engraulis encrasicholus,* L.). The eggs of the sprat were first discovered by Hensen in the Baltic, and were studied in detail by Professor Pouchet in Britanny, and Mr. J. T. Cunningham, who obtained them in the Firth of Forth. They are about 1/25 of an inch (1·016 mm.) in diameter; some, not perfectly spherical, measuring 1/20 × 1/25 of an inch (1·01 × ·99 mm.), and the capsule is extremely tenuous, while the clear colourless yolk, which almost completely fills up the capsule, shows delicate interlacing lines or reticulations as though the yolk were incompletely divided into spheres. The pilchard's egg is similar, about ⅛ inch (3·8 mm.) in diameter, of extreme translucency, but the yolk occupies only a portion of the chamber of the capsule. The yolk substance is divided into spheres, and in its midst is seated a large oil-globule.

The spawning season, breeding habits, number of eggs produced, and the time occupied in incubation, show great variation in the Clupeidæ. We have seen that the sea-herring spawns at two different seasons in the year, and that special areas are selected year after year, where the sea-bottom presents suitable features for the deposition of the eggs, a hard bottom being a necessity, and usually of a rough shingly or rocky nature. They spawn in 10 to 20 fathoms of water, the eggs, deposited by the ripe female, being fertilized before reaching the bottom, where they adhere to zoophytes, stones, &c. The number produced by one herring is found to range from 10,000 to 30,000 or 40,000, or even 60,000, and at 53° F. they hatch out in six to eight days, while at 33° or 34° F. they take thirty to forty days. Some recent observations by Dr. Jenkins embody many interesting results both as to the comparative productiveness of different varieties of the sea-herring, and the proportions of male and female found in certain captures of the fish carefully examined. He ascertained that eight autumn herrings had in different cases from 13,000 to 65,000 eggs, while five spring herrings had from 25,264 to 45,543, the mean number for the lot being 30,000. Dr. Fulton found that sixteen spring herrings had a mean of 31,768 eggs, the numbers in different fishes varying between 21,500 to 47,466. Jenkins shows that the number varies with the size and age of the fish, the smaller and younger having fewer. With regard to the proportion of the sexes authors are not quite agreed. Fulton found that among 3,457 examined 1,724 were males and 1,733 females, while Heincke found 822 females and 606 males among 1,488, and Jenkins 148 females and 155 males among 303.

On a lake near Kiel where the water is brackish, and communication with the sea has been cut off, ripe herrings were found to be considerably smaller than those got in the Baltic, and to have a lower fecundity. Five, for example, contained only from 4,245 to 7,950 eggs, the average being 5,615, and the earbones showed that the herrings were three years old, while their average length was 5⅜ inches, and their average weight 16·1 grammes, or a little over ½ ounce. The average length of the autumn Baltic herring of similar age was 7 inches, its weight 39·5 grammes (1⅜ ounces), and the number of its eggs 15,709.

The sprat and pilchard, having pelagic or floating eggs, scatter them freely in the sea, and although certain spawning areas seem to be selected by these fish each year, the eggs they produce must be widely scattered in the water. The former spawns very early in the year, viz., January to May,* while the pilchard is later, probably May and June, or even subsequently, while in more southerly waters the period is in winter and early spring. Mr. J. T. Cunningham hatched out pilchard eggs in three days and the sprat take about the same short time, indeed the Clupeoids appear generally to develop rapidly, and whereas the salmon, trout and similar fishes, with large, heavy eggs, take from 90 to 160 days, normally rather less than the latter period, and even cod, haddock, flounder, and species which deposit small floating eggs in the sea, take from 15 to 30 or 40 days unless the temperature be high, when 9 to 10 days may be the time occupied in incubation, all the Clupeoid eggs hitherto studied appear to pass through the stages of embroyonic development far more rapidly than the fishes above referred to. With the shad, and gaspereau or alewife, the conditions of spawning are wholly different, for both these fish leave the sea, which is their habitat, to spend a few weeks in rivers up which they ascend to spawn in fresh water at no great distance above tide limits. When the water temperature is 56° to 60° F., in late May or in June, the shad pass into their customary rivers, the males preceding the females. They ascend with considerable rapidity, and within 12 to 14 days are found crowded on the shallow sandy or pebbly areas, generally some tributaries of a large river, and deposit their minute semi-buoyant spawn. The number each fish produces is about 30,000, though large examples have been known to yield 60,000 eggs, or even double that quantity. They hatch out in 7 to 10 days, when the clear shallows are found to be alive with the wriggling jelly-like little larvæ. The alewife or gaspereau is usually somewhat earlier, and enters the rivers about the last of April or the early part of May, when the waters are in flood. They often mingle with the shad which follow them, so that the nets set for shad capture gaspereaux in great quantities. They are able to surmount falls and dams, if not more than 2 to 2½ feet high, throwing themselves spasmodically forward and flapping the tail vigorously. The strongly serrated abdomen is said to aid in surmounting difficulties, but this is probably not so. Having gained the calm upper waters some distance above the reach of the tide, the spawning immediately commences. On moonlight nights the shallow waters present a much-disturbed appearance owing to the energetic movements of the mating fish, whose tails and fins project above the water as they rush hither and thither. In a few nights the process is over, and the fish within three weeks of their ascent are found descending in a very thin emaciated condition. Some remain until July, but as the eggs take a very short time in hatching out, the young fry are found abundantly before the end of June, as transparent worm-like creatures less than one-fifth of an inch long (4·84 mm.). The ova are smaller than those of the shad, viz., about 1/20 of an inch (1·86 mm.), and they cling together by means of their adhesive capsules in masses, becoming attached to stakes, submerged roots, stones, &c. The yolk fills up the capsule, as in the sea herring and sprat, not leaving a large perivitelline space, as is the case with the eggs of the pilchard and shad.

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* Professor McIntosh obtained specimens abundantly early in May at St. Andrews, Scotland.

It is an interesting circumstance that young larvæ of the Clupeidæ are not only distinguished by their exceptionally delicate structure and appearance, but by the absense or very sparse presence of colour spots or pigment. There is usually a linear series of black stars or minute spots along the straight elongated digestive canal and intestine (Plate VIII., figs. 2, 3, and Plate IX., figs. 14 to 16); but not scattered, as in so many young larval fishes, over the body, cranium, and embryonic fin-membranes, or even over the yolk-sac hanging below the body of the fish. But the most distinctive feature is the position of the anal opening or termination of the intestine—this aperture being in most fishes at a point distant about one-third of the body's length from the snout, more or less, some species having the anus midway along the ventral margin of the body; but in the case of herring, sprat, shad, pilchard and clupeoids generally, it is at a point about four-fifths distance along the under side of the body, and very near, therefore, the basal portion of the tail. The position is slightly nearer or further from the tail in different species, but in all it is so far posterior in position that a clupeoid larva can be immediately determined by that feature. Even in a non-clupeoid like the sand-eel (*Ammodytes*), with the anal opening apparently far back (*vide* McIntosh and Prince, Life Histories of Food Fishes, Roy. Soc., Edin., Vol. XXXV., 1890, Pl. XIII., figs. 6 and 7), it is nevertheless about semi-distant along the ventral line; and in the smelt its position is fully three-quarters of the body-length from the snout. Further, the notochord is in a number of cases quite diagnostic in appearance. This cartilaginous rod or primitive backbone is divided up into a series of segments, like a horizontal column of draughts or disks in the herring, sprat and pilchard (Plate VIII., figs. 1, 2, 6, 7, 8 and 9), but in the shad and gaspereau (Plate VIII., figs. 10 and 11), its structure is that of an irregular network, or complex meshwork, as in most cases not belonging to the herring family. This peculiar regular arrangement of the notochordal cells is a striking feature and facilitates the recognition of many newly-hatched Clupeoids, when mingled with other fish-larvæ; but the extremely posterior position of the anus, usually with a little bay or indentation in the ventral marginal fin (Plate VIII., fig. 11, and Plate IX., figs. 17, 18, 19), and the regular series of stellate black spots, either in a single or double line, along the upper or the lower contour of the digestive canal, are, as far as at present known, characteristic of all the herring family. Other stellate spots of a black colour, few in number, may occur on the head around the cylindrical kidney tubes or on the caudal fin-expansion at the posterior termination of the notochord. These fishes, therefore, present a great contrast to the young stages of the majority of species of other families, in which elaborate arrangements of colour, yellow, reddish brown, orange, ochre, black, purple, blueish and greenish spots may occur, massed in many species as bars or patches along the body. The surface of the protruding yolk-sac may also be brilliantly diversified as well as the wide marginal fin-membrane. As the yolk and fin-membranes and the body generally in the herring, shad and clupeoids are usually colourless, their delicacy of structure and glassy transparency are thereby increased. Some, as the sprat, show absolutely no pigment at all when they emerge from the ovum (Plate VIII., fig. 8). The yolk, moreover, in most species, is comparatively small compared with the length of the elongated eel-like body, and does not form the exaggerated protruberance seen in so many fishes, *e.g.*, salmon, trout, cod, &c. On comparing the newly-hatched larvæ of various species of clupeoids a considerable variation in their length is observable, the length of the sprat (*Clupea sprattus*) from the tip of the snout to tip of the tail is 3·6 mm. (1/7 inch), the pilchard (*C. pilchardus*), 3.8 mm. (⅛ inch); the alewife or gaspereau *(Pomolobus pseudoharengus,* Wilson), 5 mm. (⅕ inch); the sea-herring (*C. harengus,* L.), 5 to 7 *mm.* (7/24 inch); the Twaite shad (*Clupea* or *Alosa finta, Cuv.*), 4·25 mm. mm. (less than ⅙ inch, *i.e.*, 4/24), and the common shad (*Alosa sapidissima,* Wilson), 9·29 mm. (9/24 inch). Thus, the pilchard would appear to be rather more than one-third of the length of the shad, the gaspereau rather more than half, the Twaite shad less than half, and the sea-herring considerably more than half the size, while the sprat is about the same length as the pilchard on hatching. This variation is a most striking one, but it is no key to subsequent growth during the larval and post-larval stages of the species referred to.

By the sixth day after hatching, the Twaite shad (Plate IX., fig. 13), according to Ehrenbaum, doubles its length, being 8·7 mm., or rather more than ⅓ inch: a length which the sea-herring does not attain until about the tenth day, though the herring, as above noted, is a much larger larva when it issues from the egg. The shad, like the sea-herring, almost doubles its length in ten days, measuring 15·73 mm. (15/24 inch), while the pilchard is stated to be 24 mm. (24/25 inch) at that age, a measurement which no doubt needs confirmation by further observation. By the twentieth day the herring (Plate VIII., fig. 2) exceeds 10 mm. in length (⅖ inch), the Twaite shad (Plate IX., 14) is 28/50 of an inch, and the common shad (Plate IX., fig. 19) 36/50 inch, or about 19 mm. When double the age just mentioned, *i.e.*, on the fortieth day, the herring is a little over half an inch long (2·69 mm.), the gaspereau is about the same length, 14 to 15 mm. (Plate VIII., fig. 10), but the shad still exhibits remarkable growth, being on the thirty-fifth day 56·95 mm. long, *i.e.*, 2 to 2¼ inches long (Plate IX., fig. 20), while the Twaite shad, on Ehrenbaum's authority, is barely ⅘ inch (20 mm.) (Plate IX., fig. 15), and reaching on the forty-third day a length of nearly an inch, 24 mm. (Plate IX., fig. 16). At the age of two months, or, to be more accurate, on the seventieth day, the herring exceed 72/100 inch (18·9 mm.), whereas the shad is now 3 or 4 inches long (75 to 100 mm.), while by the fourth month the shad is stated to have doubled its length, being 5 to 7 inches long (125 to 175 mm.), as compared with the sea-herring of the same age, which is 29 mm., or about 1¼ inches long. The gaspereau, from an experiment reported to have been carried out in Maine, U.S., by Messrs. Treat & Son, reaches a length only half that of the shad at the age when the shad is 3 to 5 in. long (4 months old). Of course, such fishes, when confined in rearing ponds, are probably dwarfed in their growth, and may not afford a certain clue to the determination of the age of specimens captured in their native waters. Shad have, for instance, been taken 3 to 4 inches in length in February, while specimens of the same length have been secured in great numbers in September; and in the Potomac river examples 3 inches long are abundant in November, while about the first of that month shad 5 to 7 inches long are plentiful in the Maine rivers. According to my observations, the first-named specimens (3 to 4 inches long) must have been hatched out in November or December, a supposition which raises a difficulty, as shad enter rivers, in December and January, on the Atlantic coast, only as far south as Georgia and Florida, while the small shad of the size named, captured in September, as in the Potomac river, must have been hatched in June, though the main ascent is as early as April in that river. Shad 9 to 13½ inches long are frequently taken in Canadian waters in October, and as these fish cannot possibly be only four months old, and must be the young of the year preceding, especially as shad 3 or 4 inches long are also captured about the end of October, and schools of fish 4 to 5 inches long are observed in December. We know that shad are apt to migrate along long distances of sea shore, as on the Pacific coast, where they have spread far from the rivers where they were originally planted, so that they are not so true to their native rivers as the salmon, and this may explain the very discrepant nature of the facts alluded to. In Florida shad ascend rivers in December, as already stated, while in the Savannah and Edisto rivers of Georgia they are found in January, in the Potomac in April, Delaware river in May, and in the Canadian rivers from the middle of May (in St. John river, N.B.) to the end of June, especially in the more northerly rivers, as the Miramichi. A month later, in July or August, the spawned fish descend to the sea again in very poor emaciated condition, and the young fry begin to descend about the same time, but go down more slowly.

It is, of course, a matter of much difficulty to trace the later history of the various species now under review, but some principal facts may be determined. Thus the small sea-herring 62 mm. (2½ inches) long taken in September cannot possibly be the fry of the July spawning schools, as such fry could not be more than about 1 inch long according to the foregoing account, nor is it possible for the fry hatched in April, May or June to be more than 1½ to 1⅜ inches long, making all allowance for great variations in growth. The herring 1¾ to 2 inches long found in January off the east coast of Scotland must be five months old, if they are, as Mr. Geo. Sim held, the fry of the August preceding, while similar young fish in June and July must be March fry. In its second year a sea-herring is 60 to 80 mm. long (2½ to 2¾ inches), though Hjort states his views that a length of 2½ inches (50 to 60 mm.) may be reached in six months. The specimens of herring 3¼ to 4½ inches frequenting St. John harbour in August (Plate I., fig. 5) are not likely to be the fry of the preceding spring and only four or five months old, nor of the previous fall (August or September), but of the spring or fall prior to that. A year later, when barely 3 years old, the fish are 4½ to 6 inches long (114 to 150 mm.), though Hjort again holds that in 2½ years a herring reaches 160 to 165 mm. (6¼ to 7 inches) in length.* Herring 8 to 11 inches long cannot be less than 3 years old, and may be in their fourth year. Dr. Meyer decided after his studies upon the herring (30 years ago) that herring 6½ to 7 inches long are only 2 years old, and that within one year after hatching they are 5 to 5½ inches long, an opinion not confirmed by more recent researches. Sars, Nilsson, Sundevall and others do not support Meyer's views. Dr. Jenkins in his recent studies at Kiel states that the Baltic herring show the following growth: 1st year, 4½ to 4¾ inches; 2nd year, 6⅓ to 6½ inches; 3rd year, 7½ to 7¾ inches; 4th year, 8½ to 8⅞ inches; 5th year, 9¼ to 9⅝ inches. The sprat, which on hatching out is only about half the size of the herring and one-third the size of the shad, is believed to reach a length of 3 inches in one year, in its second year it is said to be 4¾ inches and in its third year 5⅛ inches long, while the pilchard, which resembles the sprat in so many points in its embryonic and larval life-history, is believed to grow much faster during its post-larval life. Professor A. F. Marion declared that the rate of growth is half an inch (1cm.) per month, so that the translucent larva ⅛ inch long on hatching becomes a post-larval fish 1 to 1¾ inches long (20 to 40 mm.) when between one and two months old—a view very difficult to favour. The famous French authority holds that when 140 to 150 mm. they are ready to spawn and are not more than one year old. As compared with other Clupeoids a growth of a centimetre a month is of course unusually rapid. Mr. J. T. Cunningham obtained specimens which were only 8·5 mm. long (⅓ inch), and according to Marion's calculations these were less than one month old, while his other specimens (Mar. Biol. Assoc. Journal, Vol. II., p. 161, Pl. X., fig. 3) would be five months old, and the same size as the sea-herring at that age. Pilchards 3 to 4 inches long are abundant in October Mr. M. Dunn has recorded, and, at Marion's rate of growth, would be the fry of March or April ova; but on the Cornish coast, June, or even earlier, appears to be the spawning period, and it is impossible until more extended work has been done to accurrately decide the rate of growth. It may be added that the southern or Mediterranean sardine is a smaller form (6 to 7¼ inches) than the northern sardine which ranges from 9 to 10 inches when adult, a size which corresponds with the Canadian pilchard (*Clupanodon cœruleus* Girard), of which mature specimens studied by me ranged from 209 to 237 mm. (8⅓ to 9½ inches).

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* The common opinion that the 'matie full' herring, 9 to 9½ inches long, in Scotland is only 2 years old can hardly be correct.

The rate of growth is of first importance, as it is a guide to the age at which the various species of the herring family reproduce. The matter is one upon which authorities differ greatly. The common sea-herring was supposed by Professor Huxley to reach maturity in its first year, as De Caux had ventured to surmise before.* Mitchell held that maturity was reached in eighteen months, while Meyer favoured the second year, when the fish he thought were 8 inches long. but at the present time the prevailing opinion is that in the third or fourth year these fish reach the spawning condition as Sundevall, Ljungmann, Jenkins and others hold. Such a form as the dwarfed Caspian herring is of course exceptional, and is found to be ripe when only 4½ or 4¾ inches long, while land-locked herring such as the variety in the Windebyer Noor, near Kiel, spawns when 5⅜ inches long, and in its third year after being hatched. The Baltic herring spawn when 7 inches long. The sprat, a species only one-third the size of the shad, and half the size of the average herring and gaspereau, spawns when 5⅛ inches long (*i.e.*, in its third year), that species being 3 inches long in its first year and 4⅜ in its second year.

The movements of the young clupeoids, larval and post-larval, are interesting, and while much variety of opinion has existed amongst authorities, there is now a consensus of view which may be summarized as follows: The young fry, when newly hatched and far more delicate and translucent than most other fishes in the sea or in rivers, lie on the bottom for some time. The shad, it is true, was stated by Mr. Seth Green, to seek the main current in midwater in the rivers where it is hatched. 'How different this (he said) from the young trouts that lie almost helpless for 45 days and then are fain to hide behind roots and stone! Whereas these minute, transparent, gelatinous things, push boldly for the deep swift current, where they are too insignificant to be attacked by the great fishes.' It may be pointed out that, when liberated from the Seth Green hatching boxes, anchored in a current, the fry were bound to take to the swift water, 'with their heads up stream,' such delicate organisms being carried by the current away from the shallows. My own examination of the spawning grounds and 'nurseries' on the St. John river convinced me that the pebbly shores are the normal resorts of the fry of shad and gaspereaux, the transparent young being invisible as they securely lie amongst the shingle, sheltered from the rushing stream of water overhead. Even the sea-herring, hatched out on spawning beds at some depth, do not mount at once to the surface, but lie at the bottom (this stage is figured on Plate VIII., fig. 1), until they reach a length of 10 mm. (4/10 inch). When slightly larger the yolk is absorbed and larvæ 10 to 24 mm. long (4/10 to 9/10 inch), (Plate VIII., fig. 2), ascend to the midwater level, where they linger until an inch or more in length (24 to 28 mm.), when they are found floating in countless myriads in the surface waters. The transparent, worm-like, almost colourless clupeoid larva begins to acquire some pigment or spots of colour after the small sac of food-yolk, suspended under the body, is absorbed (Plate VIII., fig. 2). Indeed, in the herring the eye is bright and silvery on hatching out, and Mr. Holt states that the mouth is open (Ann. of Nat. Hist., 1889, p. 370), though this does not, from my own study of herring larvæ, appear to be always the case. When about 1 inch long the post-larval herring move inshore, lingering near river months until they are 2 inches long (Plate VIII., figs. 3, 4), when they resort to midwater, and in the autumn following are again found inshore, having attained a length of 80 to 100 mm., *i.e.*, 3 to 4 inches (Plate VIII., fig. 5). I have obtained them in harbours in August and September congregating with the gaspereaux and shad in large schools. The shad appears to be the most precocious of the clupeoids in its early development. The yolk is absorbed by the fourth or fifth day after hatching (Plate IX., fig. 18), though a remnant remains, near the liver, until the fifteenth day, but minute conical teeth are developed before the end of the first week of larval life. The young fish develop rapidly, and within three months, though still delicate transparent creatures 2 to 2½ inches long, they have all the fins well-developed, and the deep form of the adult is being assumed (Plate IX., fig. 20). Norris, in his 'American Fish-Culture,' Philadelphia, 1868, gives a figure of the shad at this stage (*see* Plate X., fig. 36), referring to it as three months old in the text, page 161; but a descriptive note, at the end, states that the fish represented, is two or three weeks old, a patent impossibility, and that it is copied from the first report of the Massachusetts Fish Commission. By November the young shad are 4 or 5 inches long and frequent estuaries and harbour mouths.* This stage is represented in Norris' book, figs. 2 and 3, opposite page 141, and as the figures are extremely interesting, I have copied them on my Plate X., figs. 37 and 38. The parent fish, it may be added, descend after spawning and are captured late in July or in August, in poor condition, hardly fit for food. Those that escape the estuary nets resort to sandy flats, to recuperate, which they do rapidly. At the head of the Bay of Fundy are extensive feeding grounds of the shad, where they improve and fatten so rapidly that the 'fall' shad are regarded as the choicest of all inshore fishes for table purposes.

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* Professor Huxley, in his famous address at Norwich Fishery Exhibition, April, 1881, on 'The Herring,' admitted he had overestimated the rate of growth, in view of the results of the Baltic Commission investigations.

The gaspereau, like the shad, undergoes rapid growth after hatching out in June, when it is 5 mm., or ⅕ inch in length, for it trebles its length in about a month. I secured specimens in the Washademoak lake, River St. John, N.B., ⅗ inch (15 mm.) long (Plate VIII., fig. 10), which were of extreme interest. As no published account of these larva has been given by me though I described them to Section IV., of the Royal Society of Canada, several years ago, I will briefly detail their main features. The extreme posterior position of the anus is marked, the otocysts are unusually large, a feature common in the herring family in the larval stages, the head is depressed and the colour spots are black, excepting a few yellow dots which appear around the pupil of the eye, and an orange patch occurs in the pronephric region, behind the pectoral fins. The large size of the translucent pre-anal fin is a notable feature. There are three rows of black spots at this stage, viz., a dorsal row from the crown of the head to the upper lobe of the tail, a second chain along the middle lateral line, and a third series along the middle abdominal line. I kept specimens alive and ten days later, when the fish must have been 30 to 40 days old, they measured 16:5 mm. ($\frac{13}{20}$ inch) (Plate VIII., fig. 11), and the rudiments of the dorsal fin are now seen as delicate rays, while the front part of the lower jaw is studded with minute teeth. A maxillary flap hangs from the upper jaw, this maxillary flap being prominent also in the young shad (Plate IX., fig. 19). Further, the notochord, as in the shad, consists of a network of irregular cells, unlike the regular notochordal disks, characteristic of the herring, sprat, &c. At this stage the pre-anal lobe, of great length, still forms a prominent feature, and is probably diagnostic of the gaspereau, though it is prominent in such a form as *Ammodytes,* the sand-eel. The globe of the eye is now black with pigment and the swim-bladder is visible as a large silvery almond-shaped sac with pigment (black) in its dorsal wall. Pigment is more abundant over the whole of the fish at this stage, the head, cheeks and throat being spotted plentifully with black, amidst which a few yellow stands of colour pass. In this stage, as in the previous stage, the dorsal fin membrane is very narrow, and forms a thin, rather meagre membranous ridge along the back from the shoulder to the tail. The pre-anal fin is still of disproportionate length and breadth, indeed, its breadth almost equals that of the trunk, a very unusual feature in fish larvæ, although in the shad it is a fairly prominent structure (Plate IX., figs. 18, 19). The tail is more distinctly spatulate, the hind margin being no longer rounded, but markedly flattened. Between this stage 16·5 mm. ($\frac{13}{20}$ inch), and the stages figured on Plate X., fig. 26, when a size of 30 mm. ($1\frac{1}{5}$ inches) is attained, no intervening stages have been secured. The blunt rounded head, the stout, somewhat shortened body, and the large size of the eye and the paired fins, are in contrast to the similar stages of the herring (Plate VIII., fig. 4), and the shad (Plate IX., fig. 20). When 35 mm. long ($1\frac{3}{8}$ inches) (Plate X., fig. 27), the external features are practically the same, the pigment forming two lunate patches at the base of the tail being more marked; but the general translucency of the body is preserved and the pigment consists of very minute black specks scattered all over the dorsum, especially on the head and on the tail, a few spots occurring on the premaxilla, maxilla and mandible. Two features are worthy of special attention at this stage, viz., the shortness of the maxilla, which does not extend as far as a line drawn perpendicularly through the centre of the eye, whereas in the shad the maxilla extends considerably behind such a line (*vide* Plate IX., fig. 24), and in the herring (Plate VIII., fig. 5) barely reaches such an imaginery line, while again the snout is very acuminate and not bluntly rounded as in the shad and Twaite shad (Plate IX., figs. 23, 24). The strong serrations of the middle abdominal scales or scutes, so characteristic of the adult gaspereau, are already well marked (Plate X., fig. 29). A much older stage was obtained in St. John harbour, New Brunswick, about the middle of August, when specimens from 3 inches (75 mm.) up to 5 and $6\frac{1}{2}$ inches (140 mm.) were secured (Plate X., figs. 28 and 29). The specimens could not possibly be the young of the same season, and though one in ten was of the small size first mentioned and a fifth of them of the largest size, all presented much the same features and were practically adult in general external appearance. The scales are comparatively large, and completely clothe the body, and they differ much in form and size from the scale of the sea-herring of the same size (Plate X., compare fig. 30, a gaspereau scale, with fig. 31, a sea-herring scale, both scales being from the dorsum near the base of the dorsal fin). Hardly less distinctive is the series of abdominal scutes or middle ventral line of keeled scales. These, in the gaspereau (Plate X., fig. 30) are much more strongly pointed and projecting than in the young herring (Plate X., fig. 31), while the strong anterior process (*a*) is absent, or represented by a mere indication of a process in the posterior bifid margin of the scale. The sides and opercular surfaces are brilliant silvery in appearance, while the dorsum is of a dark purplish blue, thickly spotted with black. The orange or ochre tint, noticed in the early larval fish, still remains as a suffused tinge though far paler than when the gaspereaux are 30 mm. long. The paired and unpaired fine are very deeply spotted with black, whereas in the herring the fins are clear and transparent, and bear no black spots excepting the tail-fin and a portion of the dorsal fin. In many specimens the dark lunar patches at the base of the tail still appear, while the dusky patch on the shoulder, absent in the herring, is distinct and remains in the adult. The very distinctive features referred to, and there are many others, are of aid in at once separating young gaspereaux from young herring of the same size with which they congregate in estuaries and harbours, or from the young shad, which are natives of the same rivers, though they do not seem to be as a rule found associated in the same schools of clupeoid fry.

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* The capture on several occasions of shad 4 inches to 4⅜ inches long in New York harbour indicates a much slower growth than that generally favoured.

The subsequent history of the adults of the clupeoids, whose life-history from the ovum onward has here been sketched, furnishes one of the most important subjects for marine biological research in the future. Apparently all alike resort to deep water, only to return to the inshore areas as the spawning time approaches. Specimens may be occasionally captured in estuaries and inshore areas long after the usual spawning time; but their occasional character emphasizes the general rule. Like the salmon, they disappear, and their whereabouts cannot be determined. With the return of the spring or the fall spawning time the herring schools come in from their unknown haunts, just as the shad and gaspereau revisit their chosen rivers in April and May, or the pilchard and sprat congregate in their breeding areas in the open sea far out from land, the former in May, June, July and later, and the latter in the earlier summer months, though both these fish, like the smelt, come in from deep water for some unknown purpose, when they are captured in immense quantities in October, November and December; often indeed as early as the last week in September in the case of the pilchard, or as late as the third week in January in the case of the sprat. Reproduction and feeding are the two main purposes which stimulate the migrations of fishes; but these do not explain the obscure movements referred to. Even Pennant ventured to so surmise (Brit. Zoology, vol. III., 1759). Of the pilchard, he says, that 'it appears in vast shoals off the Cornish coasts about the middle of July, disappears the beginning of winter, yet sometimes a few return again after Christmas. Their winter retreat is the same as the herring, and their motives for migrating the same.' It is remarkable that fishes so familiar as these clupeoids should present problems so difficult to solve; but as Frank Buckland wrote, and the words are almost the last he ever penned: 'It will be seen that we have a huge field of inquiry before us, the results of which will not assume the form of a scientific plaything; but of a key by which we may hope to unlock the mysteries of the vast ocean.'

(In the preparation of the plates I have utilized my own drawings made from the specimens studied by me; but I have availed myself of the excellent figures published in some of the memoirs referred to in the text. These last-named figures are as follows: Plate VIII., figures 2, 3 after Mr. E. W. L. Holt, 4 after Dr. P. P. C. Hoeck; *6a, 6b* after Dr. F. Raffaele, 8, 9 after Professor W. C. McIntosh, 10 and 11 after Mr. J. T. Cunningham; Plate IX., figures 12-16 after Dr. Ernest Ehrenbaum, 17-19, 21-22 after the late Prof. Ryder, 23-25 after Dr. P. P. C. Hoeck; Plate X., figures 36-38 after Thaddeus Norris.—E. E. P.)

LIST OF REFERENCE LETTERS.

an.—anus.
af.—anal fin.
au.—otocyst or early ear.
caps.—egg capsule or zona radiata.
cf.—caudal fin.
df.—dorsal fin.
e.—eye.
int.—intestine or digestive canal.
mn.—mandible or lower jaw.
mx.—maxillary (upper jaw).
not.—notochord.
og.—oil globule.
pf.—pectoral fin.
pr. an.—pre-anal fin.
pvs.—perivitelline space.
vf.—ventral fin.
yk.—yolk.

EXPLANATION OF PLATES.

Plate VIII.

Fig. 1. *Clupea harengus.* Herring, newly-hatched larva 5 mm. x 12.
" 2. " " post-larval stage 12 mm. x 6.
" 3. " " advanced stage about 40 mm. x 2.
" 4. " " advanced stage about 46 mm. x 2.
" 5. " " 3¼ inches long. About natural size.
Fig. 6*a*. *Clupea pilchardus.* Pilchard, egg containing embryo 1·6 mm. in diameter x 25.
" 6*b*. " " newly-hatched larva, 1·6 mm. in diameter x 20.
" 6*c*. " " post-larval stage, 9th day 5·5 mm. x 18.
" 7. " " late post-larval stage 11·5 mm. x 10.
Fig. 8. *Clupea sprattus.* Sprat, newly-hatched larva 3·6 mm. x 15.
" 9. " " larva on 10th day x 20.
Fig. 10. *Pomolobus pseudoharengus.* Gaspereau, post-larval stage 15 mm. x 6.
" 11. " " later post-larval stage 16·5 mm. x 5.

Plate IX.

Fig. 12. *Clupea finta.* Twaite Shad, newly-hatched 4·25 mm. x 16.
" 13. " " post-larval stage, 6 days old 8·7 mm. x 10.
" 14. " " post-larval stage, 20 days old 14 mm. x 6.
" 15. " " advanced stage, 30 or 40 days (?) old 20 mm. x 4.
" 16. " " probably 45-50 days old 24 mm. x 3.
Fig. 17. *Alosa sapidissima.* Shad, just hatched, x 9.
" 18. " " post-larval stage, 5th day x 6.
" 19. " " post-larval stage, 17th day x 5.
" 20. " " post-larval stage, 41 mm. x 2½
" 21. " " egg containing early embryo.
" 22. " " egg with advanced embryo.
Fig. 23. *Clupea finta,* enlarged head of, when 57 mm. long x 2½.
Fig. 24. *Alosa sapidissima,* enlarged head of, when 61 mm. long x 2½.
Fig. 25. Portion of egg-capsule of *Clupea finta,* showing external reticulated marking, x 240.

Plate X.

Fig. 26. *Pomolobus pseudoharengus.* Gaspereau, 30 mm. slightly enlarged.
" 27. " " 35 mm. "
" 28. " " 3 inches "
" 29. " " 3¼ inches "
" 30. " " scale from the dorsal below the base of the dorsal fin, x 20.
Fig. 31. *Clupea harengus.* Herring, scale from the dorsum below the base of the dorsal fin, x 20.
Fig. 32. *Pomolobus pseudoharengus,* abdominal scale or scute from the median ventral ridge of the body x 20.
" 33. " side view of abdominal scale or scute from the median ventral ridge of the body x 20.

PLATE X.—*Concluded.*

FIG. 34. *Clupea harengus,* abdominal scale or scute from the median ventral ridge of the body x 20.
" 35. " side view of abdominal scale or scute from the median ventral ridge of the body x 20.
FIG. 36. *Alosa sapidissima.* Shad, young in advanced stage 44 mm.
" 37. " " " " 79 mm.
" 38. " " " " 95 mm.

PLATE VIII

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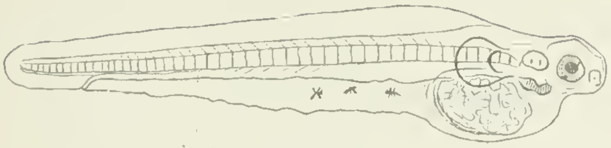

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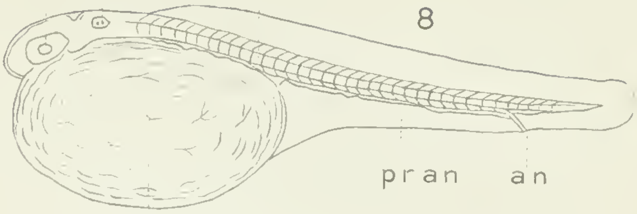

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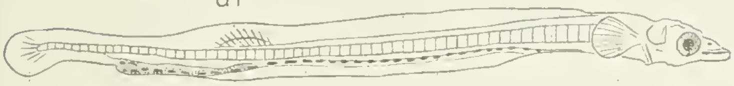

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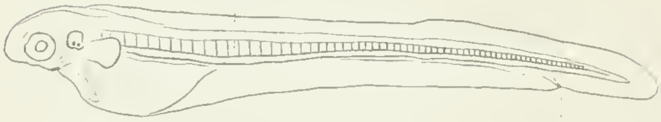

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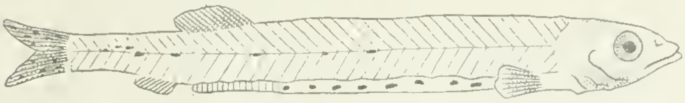

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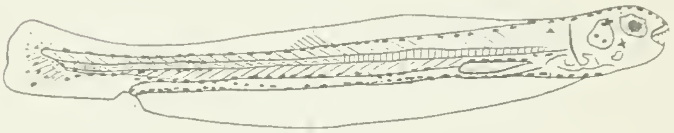

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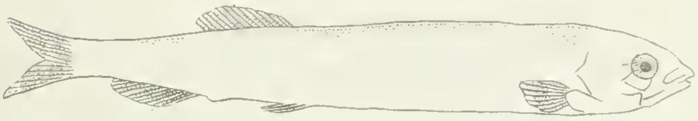

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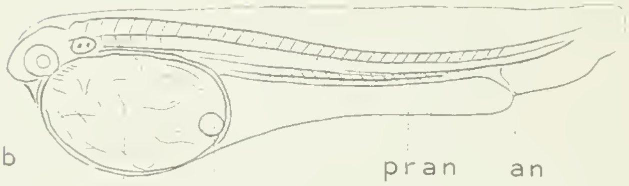

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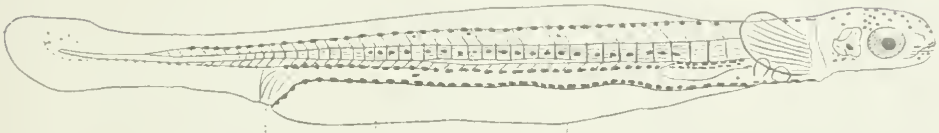

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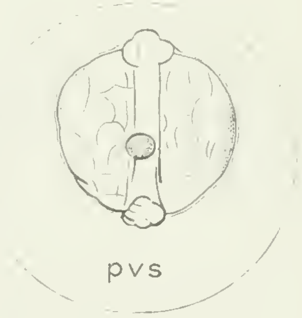

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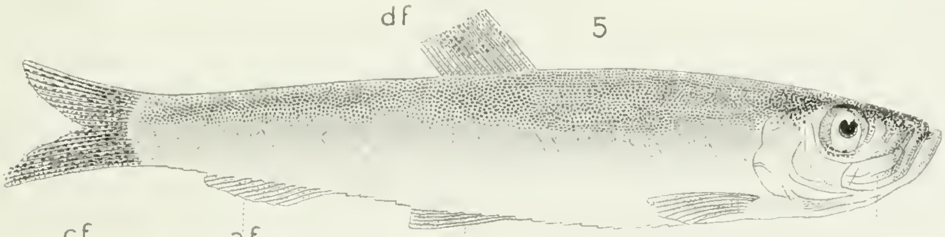

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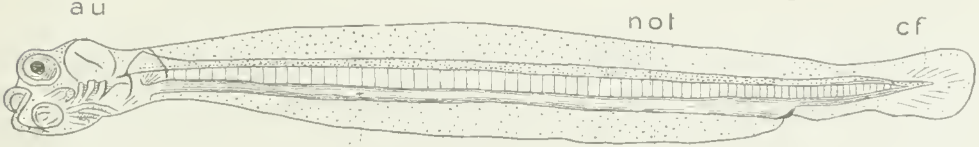

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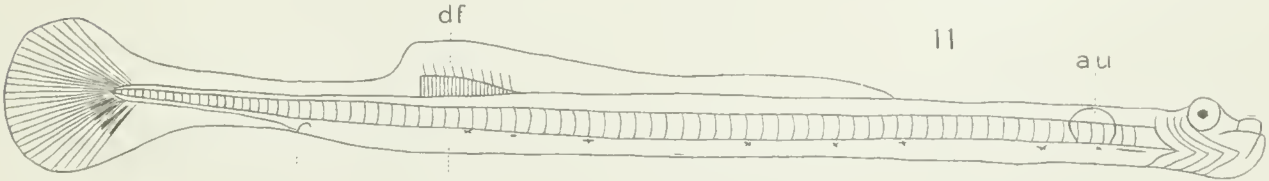

PLATE IX

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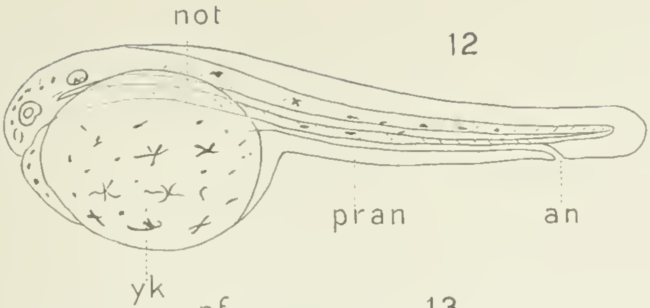

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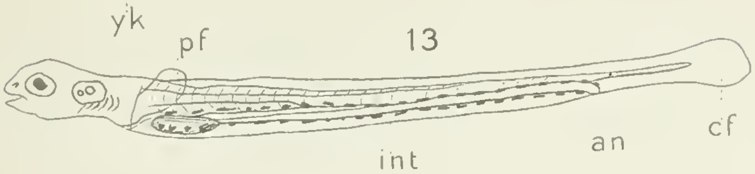

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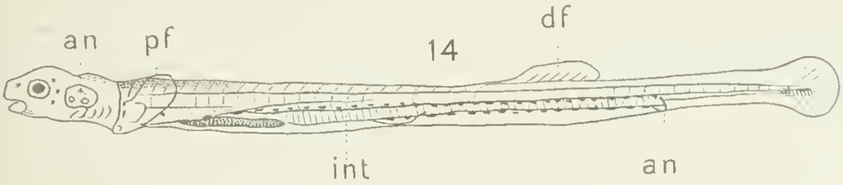

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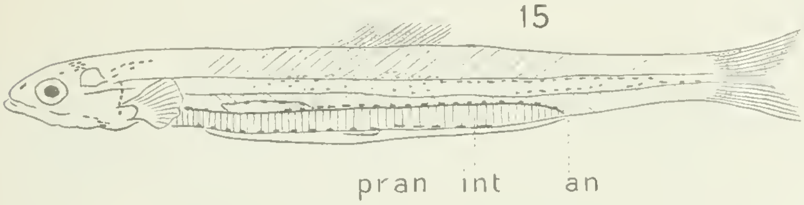

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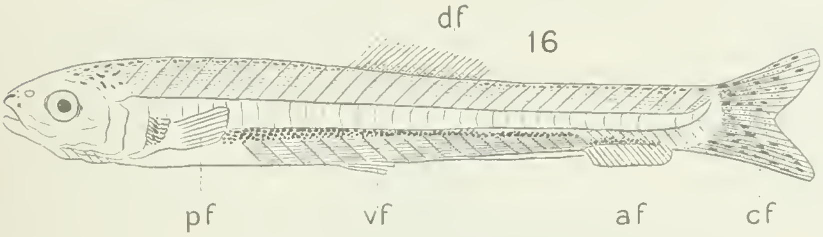

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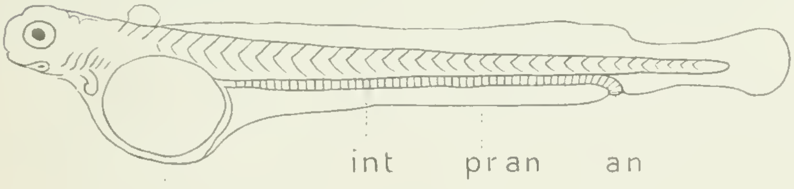

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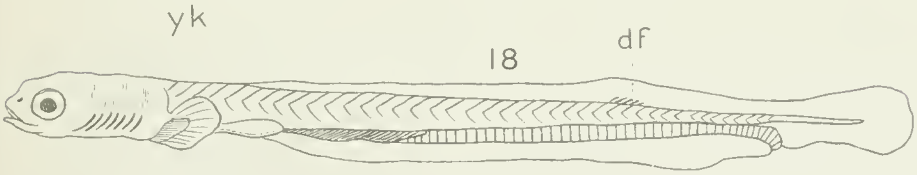

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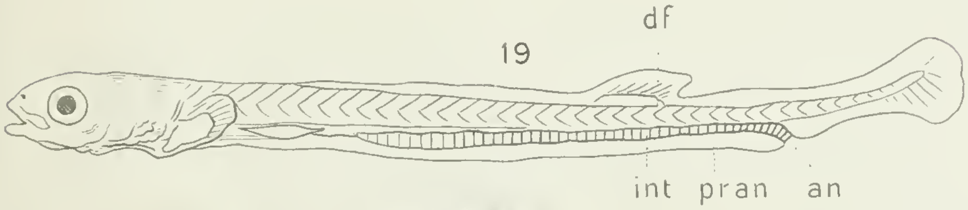

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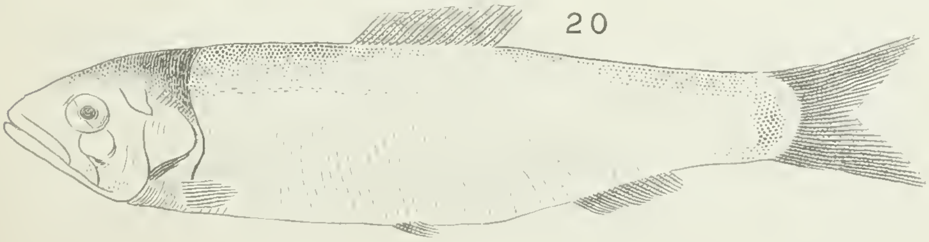

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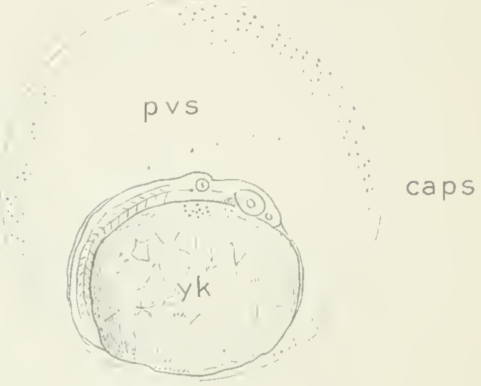

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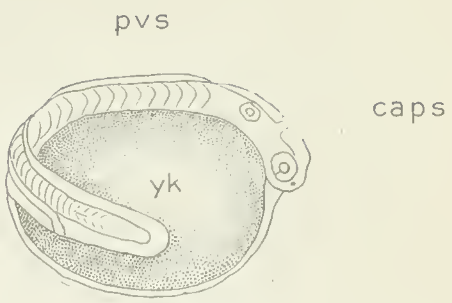

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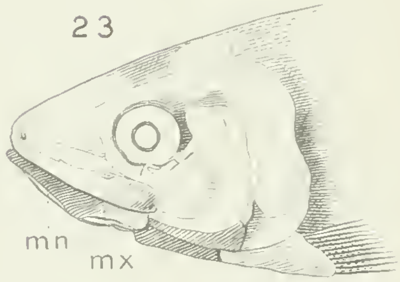

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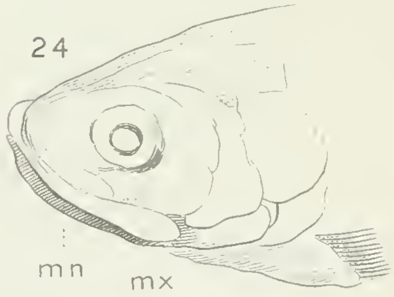

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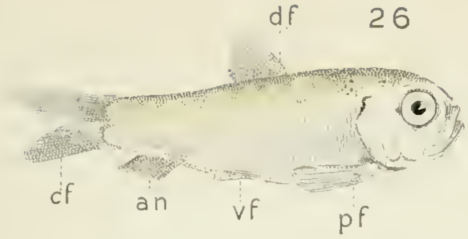
PLATE X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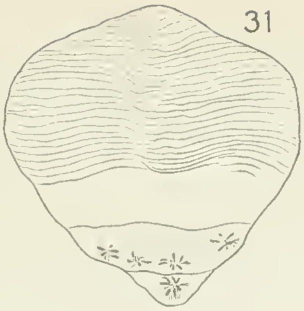
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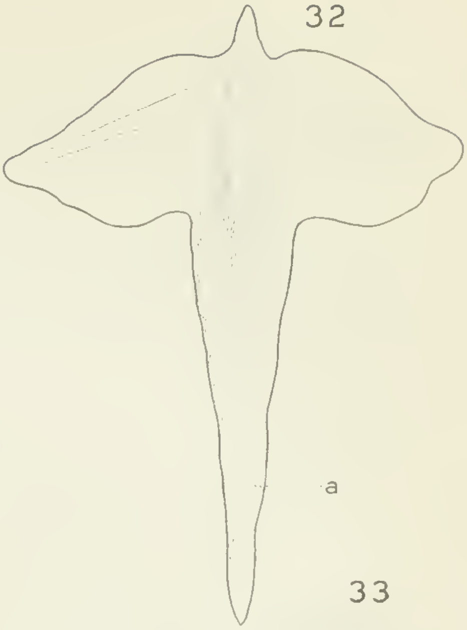
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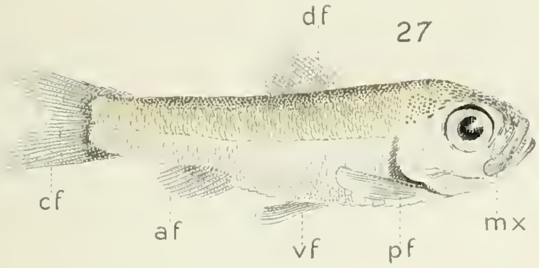
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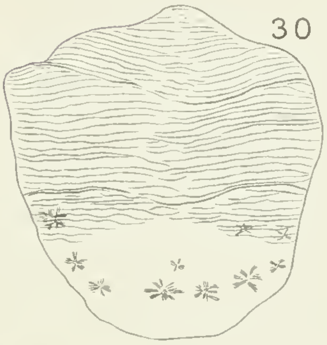
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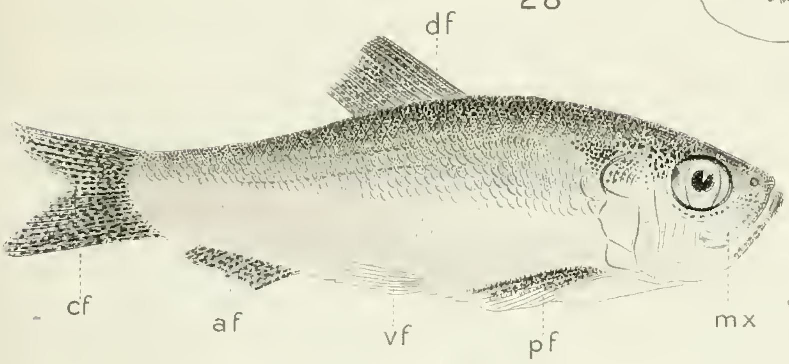
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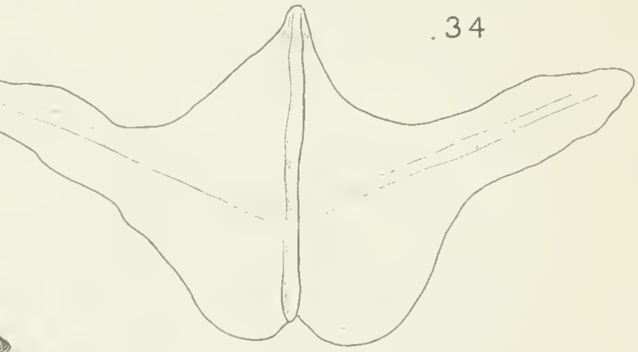
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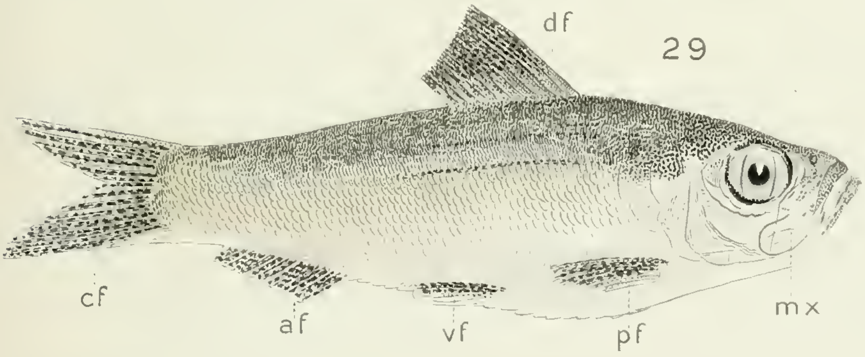
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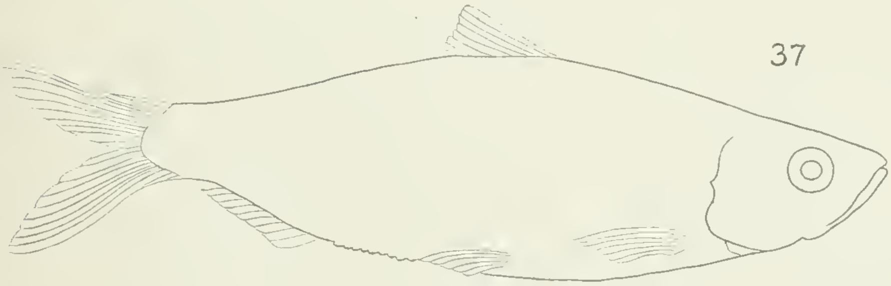
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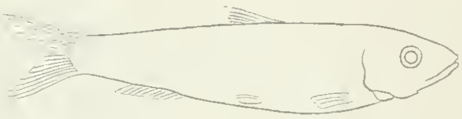
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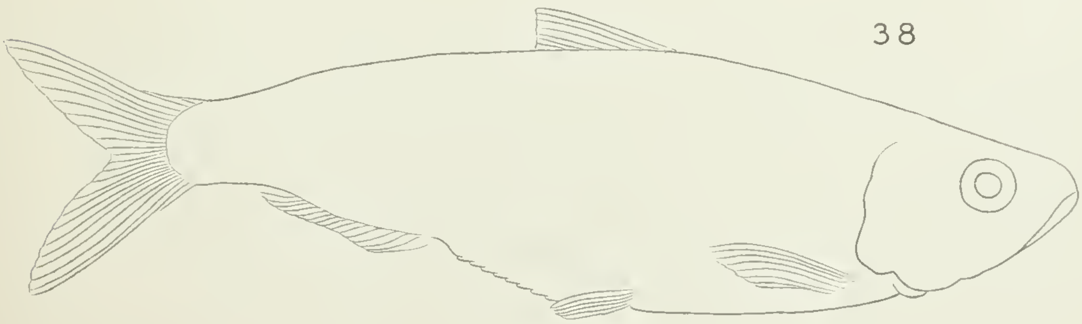
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XII

SAWDUST AND FISH LIFE.

FINAL REPORT BY PROFESSOR A. P. KNIGHT, QUEEN'S UNIVERSITY, KINGSTON, ONT.

The following concludes my report upon the effects of sawdust on fish life. The work was begun at the Dominion biological station, St. Andrews, in 1900, continued at the biological laboratory of Queen's University during the summers of 1901 and 1902, and concluded during the summer of 1904, by a series of observations which were made in tidal waters at different points along the coasts of Nova Scotia and New Brunswick.

LITERATURE.

Since my last report, completed three years ago, no new literature has been published on the subject in Canada, excepting in the annual reports of the Ontario Fish Commissioner for 1902 and for 1903. In his report for the former year the Ontario Deputy Commissioner of Fisheries says:—

'Ample opportunity of determining that sawdust is injurious to fish life has been given to the department while engaged in transplanting its bass, where the ice used had not been thoroughly rinsed. On an examination of the bass which had died in transmission, particles of sawdust were found between the gills, which it may be assumed caused the death of many of the fish. But the danger to and effects upon fish life from this pollution do not alone arise from this cause, but they are also due to the poisonous gases which are emitted from the decaying deposits; and these gases are not only most deadly to fish life, but they are a great menace to human health as well. It may be assumed that for this reason, in waters in the vicinity of old mill sites no fish are usually to be found.'

There are two points in this extract which require some elucidation. The first is the assumption that in transplanting bass, the fish that died on the journey were killed by sawdust. Before admitting this, one would need to know whether all the fish at the beginning of the journey were in vigorous health and strength. Can Mr. Bastedo assure us that the fish which died were not injured when they were being caught? Can he assure us that the water in which they were transported was thoroughly aerated on the journey? If not, the weaker fish and the injured fish would die from suffocation, not from the effects of a few grains of sawdust adhering to the ice. Mr. Bastedo's transportation tank may have been a veritable 'Black hole of Calcutta' for his poor bass!

The other point—that about poisonous gases— is not new to any one who possesses the slightest acquaintance with the literature of sawdust effects upon fish life.

Charles Hallock, writing in *Forest and Stream*, December 29, 1888, says:—'The old foundation walls and dams remain, and untold tons of tan bark and sawdust still cover the beds of the abandoned mill ponds, knee deep, all of it in a perfect state of preservation . . . . . . nevertheless, the brook continues fairly stocked with small trout, despite the supplementary fact that it has been unmercifully fished ever since the days of the "Mountain Miller," fifty fingerlings per rod being not unusual now for a day's catch.'

In the same magazine a writer who signs himself 'Piscator' answers the bogy about the effects of poisonous gases emitted by sawdust. 'He discourses on the poisonous gases from rotting saw-dust, and I will not waste space in refuting this idea, so flippantly put forth from time to time, but demand that the dead fish from such causes be produced in some single river or stream in America. It cannot be done, hence full-grown men should discard such transparent nonsense.'

Another quotation. Prof. Prince, the Dominion Fish Commissioner, in his report for 1899, says:—'There is no case on record of salmon or shad or any other healthy adult fish being found choked with saw-dust or in any way fatally injured by the floating particles.'

It is to be hoped that these quotations will convince all critics that the only way to settle the question of the effects of saw-dust on fish life is that suggested by Professor Prince, namely, by 'accurate and thoroughly scientific experiments.'

In his report for 1903, Mr. Bastedo again returns to the subject. He says:—

'Referring to the injurious effects of sawdust on fish life, as to which conflicting opinions are expressed by fish culturists, a writer in a recent number of *Forest and Stream* points out that one of the first difficulties which fish culturists had to overcome in the artificial propagation of trout was the deleterious effects of the fungus growth that always appeared in the troughs and boxes in which the eggs were hatched ,especially where these were manufactured out of new lumber; and he makes the emphatic statement that this fungus is so deadly to the eggs that if a million were to be put into green lumber troughs, not a single egg mould mature. He very pertinently remarks that if the exposed surface in a hatchery trough could be the primary means of such deadly consequences, what a master power for injury there must be in sawdust, in which form the exposed surfaces of the wood are multiplied almost indefinitely. If his conclusions are well founded, the effect of throwing tons of sawdust every year upon the spawning beds, or where it will float and lodge upon the spawning beds below must be most disastrous. In his opinion, it is this fungus alone that destroys the young fish that are exposed to it, and not that mortality occurs by the sawdust becoming fixed in the gills during inhalation, as is generally supposed. Whatever ground there may be for a difference of opinion on the subject, it is well known that fish will abandon streams the beds of which have become covered with this refuse.'

The following is the letter which Mr. Bastedo has summarized in the foregoing paragraph. It is regrettable that an official should try to settle the sawdust question by quotations from an anonymous writer, rather than by the slow and accurate method of scientific experiment. Quotations may be the only contribution which Mr. Bastedo can make, but he might at least furnish the public of Ontario with quotations from some more reliable source than from a nameless writer.

SAWDUST AND FISH LIFE.

(Extract from 'Forest and Stream,' vol. 61-2, *p.* 490*)*.

December 19, 1903.

Editor 'Forest and Stream,'—Referring to the injurious effects of sawdust on fish life, will you kindly allow me to offer the following notes on the subject, from the fishculturist's point of view:

One of the first difficulties which the early trout breeders in this country had to overcome, was the presence of a fungoid growth that always appeared in the wooden troughs or boxes that the eggs were hatched in. It invariably grew on, and from the surface of, the wood that the troughs were made of, and in all our personal experience in hatching fish eggs, we never knew a single instance, east of the Mississippi, in which fungus did not appear on the surface of the wooden hatching troughs very soon after the water was turned into the troughs, unless the wood was very old or had long been water soaked. In these cases, the fungus does not appear to so great an extent, but when the lumber is new, the fungus, except in highly oxygenated waters, invariably appears very soon after the water comes in contact with the green wood.

This fungus is one of the most deadly things in the world to trout and salmon eggs. It is so destructive that if a million trout eggs were put into green lumber troughs to hatch, they would every one of them be killed before they hatched. Not one would escape. 'Domesticated Trout,' speaking of this fungus (page 126, sixth edition), says: 'Fungus is a vegetable growth of low order, which makes its appearance almost invariably where there is water, and especially on newly cut wood, on which it eventually becomes a mass of nearly colourless or milky slime.

'This fungus, if once present in the hatching water, will certainly attach itself to the eggs, and when it does, their fate is sealed, you cannot save them from its effect, for it never lets go its hold. It will surely eat out the vitality of the embryo within, and will either kill it entirely or will leave a puny, lifeless, transparent creature, which will in all probability never live to grow up. It cannot, therefore, be guarded against with too much care.'

In consequence of this action on the surface of lumber under water, wooden hatching troughs were formerly charred, and now are all covered with a coating of asphaltum, on which fungus does not grow. No fishculturists of any experience would think for a moment of using wood for hatching trout or salmon eggs, without first covering every part of the surface with asphaltum, or something furnishing similar protection against fungus.

Now, if the exposed surface of the three planks which form the hatching trough can exercise such a deadly and universal effect on the fish eggs that are in it, what a vast power of injury there must be in sawdust, in which form the exposed surfaces of the wood are multiplied almost indefinitely. Take an inch board a foot square and reduce it all to sawdust, and it will give an amount of exposed surface almost infinitely greater than the board itself. Then consider what must be the effect of throwing tons of this sawdust every year directly upon the spawning beds of the fish, and where the sawdust will float down to the spawning beds below, if there should happen to be any below. From the moment the sawdust falls into the water it begins to produce the fatal fungus, and makes it absolutely impossible for a fish egg to hatch where it is, and what is more, the invisible fungus which destroys the eggs so effectually, gets into the gills of the young fish that are exposed to it and kills them also; and, besides this, by one of those wonderful instincts that are implanted in the lower animals, fish will avoid a stream where the conditions of spawning are unfavourable, and sooner or later will abandon a stream, the spawning beds of which are covered with sawdust.

The writer trusts that the above considerations are sufficient to show that large deposits of sawdust should be looked upon with much suspicion in streams that are valued on account of the fish life that is contained in them.

SALMO.

Of course, a fungous growth does occur upon fish eggs, but it does not necessarily come from sawdust. It is simply the case of an aquatic plant starting to grow upon organic matter—the eggs, or upon the bodies of the fry when these happened to receive injury in any way. I have seen such growths upon both eggs and fry, and that too in water that never contained a particle of sawdust. Whether this fungus is the same that grows upon rotting wood I cannot say, but of course every intelligent person nowadays knows that the rotting of all wood and trees, and the decay, putrifaction and death of animal tissues are alike preceded and caused by a fungus or bacterial growth which fastens upon the animal in the one case, or plant in the other, and ultimately causes the death of the individual.

But this fungous growth is an entirely different matter from the poisonous effects of sawdust. All wood cells, whether in the tea plant or pine, contain compounds that have been stored in the cell. When these cell contents are liberated and dissolve in water we get a solution whose poisonous or other effects depend entirely upon the strength of the solution.

The experiments described in my second report showed clearly that the poisonous effect of sawdust water varies directly within the strength of the solution. A strong aqueous extract from sawdust is so poisonous as to kill in a short time nearly all forms of aquatic life. A weak solution is comparatively harmless. The question then of whether any particular stream is sufficiently polluted with sawdust to kill fish life is simply the question of determining whether enough sawdust has been passed into the stream to poison its waters. It is a question of the strength of the sawdust solution. There is no mystery about the matter. Any one who can understand the making of a cup of tea can understand the making of sawdust extracts. If we wish to make a strong cup of tea, we use plenty of the leaves and a comparatively small volume of water. If we wish to make an infusion we use a smaller quantity of the leaves and a larger volume of water. It is the principle which herbalists, druggists and medicine mongers have used for thousands of years. Senna tea, chamomile tea, not to speak of dozens of others, are examples of infusions such as we get by immersing sawdust in water.

Keeping this principle in mind, my work during the past summer consisted largely in ascertaining the quantity of sawdust discharged into a stream in a given time, and the total volume of water passing the mill in this same time.

The first mill visited was one located on the way to Little Harbour, a few miles from New Glasgow, Nova Scotia. The mill supplies lumber to the farmers in the neighbourhood. The timber, chiefly second growth spruce, and a little hemlock, is drawn to the mill during the winter. In the spring, when water is plentiful in the brook, the logs are sawn into boards, the sawdust and smaller refuse being discharged into the stream below.

The logs are all very small, and yield only from 40 to 100 feet per log. The total cut during the past few seasons averaged only 100,000 feet.

Previous to my visit, no rain had fallen for about six weeks, and consequently the mill was not running, on account of lack of water. The only water passing the dam was that from ordinary leakage. Below the mill, the brook was nearly dry. But in the spring and during summers when the rainfall was normal, smelt and sea trout came up to the foot of the mill dam, and were often caught with hook and line at the mill end.

The 'by-wash' at the side of the mill, by which the surplus water escaped when the mill was not running, was a very shallow flume about 14 feet wide, 80 feet long, and from 6 to 9 inches deep during the spring freshets. The total fall was 20 feet, consequently the slope down the by-wash was a very gradual one. The proprietor of the mill was of opinion that sea trout were able to pass up this by-wash and did ascend it every spring. At any rate, sea trout were caught every week by boys fishing in the mill dam. It was a common thing for boys from New Glasgow to go out to this mill pond on Saturdays and take home with them a string of trout in the evening.

Below the mill, there were none of the unsightly beds of sawdust and mill rubbish so frequently to be seen in Ontario streams. The tidal water from the Cumberland straits came up the East river, then ascended the mill stream to the very foot of the mill dam, and in returning carried away with it almost every particle of sawdust and rubbish which left the mill.

In this stream, therefore, there could be no question about the ascent of fish being stopped by mill rubbish. It was all carried down stream and away out to sea. The important question here was whether the ascent of anadromous fish was not stopped by the mill dam. If they were thus stopped, they could not reach their natural spawning grounds above. In this case, one can easily see how the supply of fish is cut off at its very source. My experiments and observations would seem to indicate that overfishing on the one hand, and mill dams with no proper fishways, on the other hand, are more responsible for depleting our streams and rivers of fish than all the sawdust in all the streams in Canada put together.

Applying the principle of the strength of infusions to the sawdust and water in this stream, we can soon discover whether it is poisonous or not.

The water passing the mill in the spring, when the mill is not working, is a stream 14 feet wide, 6 to 9 inches deep, and flowing at the rate of 18 inches per second. Thus 14 x ⅔ x 3⁄2 x 60 x 60 x 24, or about 1,209,000 cubic feet of water will pass the mill every 24 hours.

Now, as a result of very careful calculations, supplied to me by the Messrs. Todd Bros., lumber merchants, of St. Stephen, N.B., it appears that in sawing logs into one-inch and two-inch boards, about one pound of sawdust is formed for every foot of sawn lumber, board measure. On this basis, 100,000 pounds of sawdust per season would be passed into this stream, and if the mill cut timber for 100 days per season, about 1,000 pounds of sawdust would be mixed with the 1,209,000 cubic feet, or about 75,000,000 pounds of water. Expressing the sawdust in the form of percentage, we find the solution would be ·001 of 1 per cent.

Turning now to my laboratory experiments,* we find that a strength of ·12 per cent killed a minnow in 20 minutes, and a percentage of ·16 per cent killed a minnow in 90 minutes. That is, the pollution in this stream was only 1⁄120 of the strength of the laboratory solutions. Of course, these figures are only approximations, but they point unmistakably to the conclusion that this small mill stream emptying into the East river and thence into Pictou harbour, is not polluted with sawdust sufficiently to kill fish life.

The next mill I visited was one on a branch of the Petitcodiac, a river which flows into the Bay of Fundy. The proprietors gave me the following information: The quantity of lumber that is cut ranges from thirty to forty thousand feet per day, during a season of five months, say 4,500,000 feet of lumber. The stream in high water is about 220 feet wide, and from 5 to 6 feet deep. The average velocity is 2 miles an hour. In August, when I was there, the stream was only about 50 feet wide, and the depth did not exceed 12 or 15 inches. Consequently, if we average these estimates it will be found that about 700,000,000 pounds of water would pass the mill every 24 hours. The sawdust, at the estimate of 1 pound for every foot of lumber cut, would amount to 35,000 pounds per day, or expressing these figures as percentage strength of solution, about ·05. Here, again, therefore, there can be no doubt that sawdust does not kill fish life. But, here again, there are mill dams upon the stream with no proper fishways, and consequently anadromous fish cannot pass up to their spawning grounds. Add to this the fact that this and similar streams are all overfished year after year, and the amazing thing is that any fish are left in them at all.

AT ST. JOHN, N.B.

On arriving at St. John, I visited a number of the lumber mills and obtained a vast amount of information from a member of one of the largest lumber companies in the city. The annual cut of each firm, the kind of saws used—whether gang, band, or circular saw—and the mode of disposal of the refuse, were all carefully discussed. None of the mills in the immediate vicinity of St. John empty the sawdust into the river, but a few large mills and a considerable number of small ones far up the river and its branches, do discharge the sawdust and other refuse into this stream.

While, therefore, little refuse in the shape of slabs, edgings, butt ends, or bark, could be seen for many miles up the river, and no trace whatever of sawdust; yet, gradually, as I reached a part nearly halfway to Fredericton, there appeared evidence of the work of the lumber mills. Edgings, laths, logs, and sawdust were seen either floating or stranded plentifully along the shore. Opposite and above Maugerville this was specially the case. The commonest kind of logs were spruce and cedar, and mingling with these a few pine.

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* See my 'Further Report' to Minister of Marine and Fisheries, published, 1906.

In the upper half of the journey to Fredericton, a number of small sawmills were noticed here and there along the shore. Evidently they were doing a purely local trade. Quite a number had been abandoned. Nine miles from the capital there was brisk rafting of logs, no less than four steam tugs being employed in this work. The booms and logs extended for 4 or 5 miles along the river. All the mills along this part of the river were driven by steam and burnt their own sawdust.

Between St. John and Fredericton, therefore, there is no doubt that neither the rubbish nor the sawdust exists in sufficient quantity in the river to do any harm to fish life. But it becomes a matter of interest to ascertain, if possible, what the effect would be if the refuse from all the mills at St. John and up the river did discharge their sawdust, slabs, edgings, &c., into the stream. Because it must be remembered that up to 1899 the law against discharging mill rubbish was not enforced upon the St. John river, and certain other large rivers in Ontario and Quebec, inasmuch as parliament thought it only fair to the lumbermen to allow them the privilege of getting rid of their waste lumber in the easiest possible way.

Assuming then, that mill waste were discharged into the St. John river, what would be the effect? If it would poison fish eggs, fish fry, or the minute microscopic life which forms the food of fish fry, we can easily understand that this would be one reason why fish have decreased in number in this river during the past 30 or 40 years. Let us see. According to the information I received from lumber merchants in St. John, the following is a fair estimate of the cuts of lumber on this great river during the last year or two:—

	Feet, board measure.
Messrs. Burns & Murchin	10,000,000
" Hilliard Bros.	10,000,000
" J. R. Warner & Co.	10,000,000
" A. Cushing & Co.	43,000,000
" Murray & Gregory	15,000,000
" Stetson, Cutter & Co.	30,000,000
" Randolph & Baker	20,000,000
" Dunn Bros.	10,000,000
" John E. Moore	10,000,000
" Miller Bros	23,000,000
M. A. Gibson	40,000,000
The Scott Lumber Co.	10,000,000
Messrs. Murchin & Sons.	5.000,000
R. A. Estey	7,000,000
A. Fraser	10,000,000
Tobique Lumber Co.	10,000,000
Van Buren Lumber Co.	13,000,000
St. John Lumber Co.	33,000,000
Geo. Murchin	8,000,000
A number of smaller mills on the St. John and its branches in Canada and the United States	90,000,000
	407,000,000

Now, on the assumption that each foot of lumber, board measure, will produce a pound of sawdust, the total sawdust would of course amount to 407,000,000 pounds per annum.

So much for this part of the data required to find the strength of the sawdust pollution of the St. John.

According to the Hydrographic Survey of the State of Maine (Walter Wells, superintendent, 1869), the total drainage area of the St. John river is 26,000 square miles, of which 7,400 lie in the State of Maine. The annual discharge from the area in Maine is 284,000,000 cubic feet. Using this as a basis, it follows that the annual discharge from the whole area will amount to about 1,000,000,000,000 cubic feet, or 62,000,000,000,000 pounds.

On the assumption that the saw mills run for about two-thirds of the year, say 200 days, it will follow that 407,000,000 pounds of sawdust mingle with about (40 trillion) 40,000,000,000,000 pounds of water. Expressing this in the form of percentage strength of sawdust solution, we get ·001 as the result.

Comparing this again with my laboratory experiments, in which a solution of ·12 per cent strength killed a minnow in 29 minutes, and another solution in which a strength of ·16 per cent killed in 90 minutes, we see that even if all the mill refuse were discharged into the St. John the pollution would not be great enough to kill fish.

Moreover, we must make two allowances in the case of the St. John river. In the first place, much of the lumber is spruce, and according to my laboratory experiments of 1902, spruce sawdust was the least poisonous of all. In the second place, it must be remembered that St. John is the scene of the great reversible falls. During two periods of every 24 hours the St. John river falls into St. John harbour. During two other periods of the day the salt water of the Bay of Fundy pours into the mouth of the St. John river, the tide effects being felt as far up the river as Fredericton. This immense body of salt water, therefore, mingling with the fresh water of the river, lessens the strength of the sawdust pollution at the mouth and renders it still less likely to do harm.

BAY OF FUNDY.

One would suppose it quite as likely to hear that the Atlantic was polluted with sawdust as to hear that the Bay of Fundy was. And yet that is precisely what could be heard among the fishermen along the Bay of Fundy in 1877 and 1879.

In 1889, the late W. H. Rogers, inspector of fisheries, published what was known as *The Suppressed Sawdust Report.* Writing in reference to pollution of the Bay of Fundy, he says (page 2 of his pamphlet) :—

> 'It has been stated that the falling off in the catch of shad in the Bay of Fundy was caused by sawdust; that fish swallowed it, and died in large numbers in consequence. The fact that ideas of this kind gained some credence led me to inquire more carefully into the matter, but not for my own satisfaction, because no such doctrine could be accepted by any one with the most limited knowledge of the habits of fish, or the natural laws governing them. The same idea had been exploded several times before in the case of other branches of the fisheries, notably the Digby herring fishery. My views and reports on this fishery will be found on file in the year 1879, and it will be seen that the state of that fishery since has fully sustained the position I maintained at that time. The average annual catch from 1870 to 1879, ten years, was 22,300 boxes, and from 1880 to 1887, eight years, 55,200 boxes. During the years 1877 and 1879, when the annual catch fell to about 5,000 boxes, sawdust was pointed to as the cause, and numerously signed petitions were sent to the government pressing for the enforcement of the law. My view was stated to be that the decrease was merely owing to a periodical fluctuation, with which sawdust had nothing to do, and that the fish would return in as great abundance as ever. And I appeal with full confidence to the facts, as stated, substantiating my view after an experience of nine years has thrown its light upon the subject. In 1887 the catch of Digby herring amounted to 74,135 boxes; the catch for 1888 is only 12,200. We may, therefore, expect again that large numbers of petitions will be sent to the government asking the enforcement of the sawdust law, so as to save the Digby herring fishery from destruction.'

THE STE. CROIX RIVER.

Returning again to the immediate subject of my report, I would like to call special attention to the conditions found at St. Stephen, N.B., on the Ste. Croix river.

This river has been the scene of lumbering and milling operations, I suppose, for over a hundred years. At first the trade was an export one with the mother country, the lumber being in the form of square timber. The many old wharfs at St. Andrews now in a state of utter decay may be taken as an index of the extent of these early lumbering operations. That a great deal of wealth was accumulated in these early days, both at St. Andrews and St. Stephen, from the trade in timber, is attested also by the remains of many fine private residences and grounds still to be seen in every street of these towns, but especially in St. Stephen.

Gradually, as the character of the lumber trade changed from the manufacture and export of square timber to that of deals and boards, the centre of this business shifted from St. Andrews to St. Stephen, because here there was magnificent water power. At one time—some thirty years ago—there were not less than 13 large sawmills at St. Stephens, all discharging every pound of their sawdust into the Ste. Croix river. To-day there is not one-third of this number. The sawdust is still discharged, however, into the river, excepting that from cedar shingles, which is carted away and burnt.

During the many years that sawing has been carried on here, millions of tons of sawdust must have been passed into this river. When the tide is out, the sawdust is carried down below the town by the river's current, so that for practically a mile below, little or no sawdust accumulates along the banks. But beyond this point, for a distance varying from 1½ to 3 miles, immense beds form, especially during July, August and September, when the water is low in the river. During the freshets of spring these beds are washed down and away out into Passamaquoddy bay.

Here then, if anywhere in Canada, we ought to find fish killed by thousands as a result of the fungus growths, poisonous gases, or other effluvia which have been so graphically described by those who have written upon the ill-effects of sawdust. But, strange to say, so far as I can learn, no unusual death rate among fish has ever been reported along the mouth of the Ste. Croix. On the contrary, there has been only the usual decrease in the catch of anadromous fish, such as has occurred along almost every river in the maritime provinces. The decrease has not been due to the effects of sawdust, but to deforestration, to overfishing, and to lack of fishways, or improper fishways, so that anadromous fish cannot pass up the rivers to their natural spawning grounds.

Moreover, Mr. Frank Todd, an unusually well-informed man upon all fishery matters, a gentleman who has been inspector of fisheries for this district for a number of years, tells me that he has caught hundreds of salmon at the tail end of the lowest mill on the river, where sawdust would naturally be most abundant; and that during every season for years he has watched salmon ascending the river towards their natural spawning grounds above.

Looking at the mills, the sawdust, the fishways and the annual catch of salmon by anglers, it is quite clear that sawdust has not destroyed the salmon fishing on the Ste. Croix river.

Turning now to look at the subject from the point of view of an infusion of sawdust in water, what do we find? Well, we find this: The annual cut of lumber at St. Stephen, board measure, is, according to Mr. Frank Todd, about 35,000,000 feet. According to Mr. Wells, from whose report I have already quoted, the annual outflow of water of Ste. Croix is 44,800,000,000 cubic feet, or, expressed in pounds, 2,800,000,000,000.

Now, if we express the weight of sawdust as percentage of the weight of water for two-thirds of the year, which is about the length of time that the sawmills run each year, we shall find that the solution is one of ·002 per cent strength.

Comparing this with fatal doses of sawdust poison as determined in my laboratory experiments already alluded to, it can easily be seen that no harm can be done to fish fry or fish eggs by the water at the mouth of the Ste. Croix river.

Moreover, another important factor must be taken into account. Tidal water rises about 3 feet at the ends of the lowest mills on the Ste. Croix. The sawdust is discharged, therefore, not into 123,000,000 cubic feet of river water daily, but into this amount of fresh water plus the tidal water of Passamaquoddy bay. This tidal water is of immmense volume. When the tide is out the river averages 50 yards in width and four feet in depth for 5 miles below the mills. When the tide is in, this increases to 150 yards in width and 20 feet in depth. In other words, the volume of water into which the sawdust is discharged becomes fifteen times larger, and the strength of the solution becomes fifteen times less. Consequently, in tidal waters sawdust pollution is diminished and the poisonous effects, if any, are still further reduced below what they would be in a river that did not discharge into the sea.

CONCLUSIONS.

1. I submit the same general conclusion as I did in my report for 1902. No stream can be pronounced off-hand as poisoned by sawdust. Each stream must be studied by itself and the varying conditions must be thoroughly understood before a judgment can be pronounced. The chief things to be considered are (1) the quantity of sawdust and (2) the volume of water into which the sawdust is discharged. Subordinate conditions are the rapidity or sluggishness of the stream, the amount of sunlight or shade and the character of the water, whether from agricultural lands or from primitive forests.

2. I have not the slightest hesitation in saying that no stream or river which I have yet studied in Ontario, New Brunswick, or Nova Scotia, is sufficiently polluted with sawdust to destroy half grown or full grown fish.

3. The varying strengths of sawdust solutions that will kill different kinds of fish eggs have not yet been determined. Perch eggs were hatched out in the university laboratory in a solution of ·03 per cent strength.

4. In place of sawdust being the potent factor in the destruction of fish life, it would seem likely that mill dams are the real cause. Mill dams without proper fishways prevent the ascent of anadromous fish to their natural spawning grounds, and thus cut off all chance of natural propagation. As suggested in a recent report by Professor Prince, the question of the adequacy of fishways is a vital one to Canadian fisheries.

5. It would seem more reasonable to amend the Act against passing sawdust into streams, and make it approximate to that in force in the State of Massachusetts. In this state, it is provided that whenever the Fish and Game Commissioners should decide 'that the fish in any brook or stream are of suficient value to warrant the prohibition or regulation of the discharge of sawdust from sawmills, and that the discharge thereof from any particular sawmill materially injures such fish, they could restrict the pollution by an official order.'

This would compel a personal inspection of a stream before an order could be issued to stop its pollution by sawdust. In this way both the interests of millowners and of the general public would be carefully weighed before the law would be placed in execution.

XIII

PROFESSOR MACALLUM ON THE CHEMISTRY OF MEDUSÆ.

A CONDENSED RÉSUMÉ OF RESULTS

By Professor Edward E. Prince.

Commissioner of Fisheries and Director of the Marine Biological Station of Canada.

A detailed account of the laborious researches of Professor Macallum, F.R.S., on the inorganic composition of certain marine jelly-fishes or medusæ, appeared in the *Journal of Physiology,* Vol. XXIV., pp. 213-241. These researches were commenced in the summer of 1900, at the Marine Biological Station of Canada, and were continued during several seasons, with results so interesting in themselves and so suggestive in their theoretical bearings as to justify repetition in an abbreviated popular *résumé.* The conclusions which they appear to reasonably yield are, indeed, of such profound biological significance that I have ventured to prepare a condensed summary, divested as far as possible of technical phraseology.

The medusæ are amongst the most familiar of sea-side objects. These disc-shaped *Cœlenterates,* variously called jelly-fishes, sun-fishes and sea-nettles are, as Dallas said, 'wonderfully beautiful creatures, though the amount of solid matter contained in their tissues is incredibly small. The greater part of their substance appears to consist of a fluid differing little, if at all, from the sea-water in which the animal swims, and when this is drained away, so extreme is the tenuity of the membranes which contained it, that the dried residue of a jelly-fish, weighing two pounds, which was examined by Professor Owen weighed only thirty grains.'* The fluid or so-called jelly substance is, however, as Professor Macallum's researches show, not identical with sea-water. Professor Macallum began his investigations by placing jelly-fishes in vessels of sea water of various strengths, and by altering the proportions of individual salts, he endeavoured to ascertain the action of the salts upon these living organisms. As the exact composition of the jelly-fishes themselves was unknown, it soon appeared to him that no conclusive results were possible until the composition of the medusæ had been ascertained. Two species, it may be mentioned, were specially studied, viz.: *Aurelia flavidula,* Peron and LeSueur (closely allied to the European *Aurelia aurita*) and *Cyanea arctica,* the first-named ranging from 5 to 10 inches in diameter, in the late summer months when it is mature, while the last-named (*Cyanea*) may reach a size of 3 to 5 feet across the disc, although smaller examples are most common. Specimens of *Cyanea arctica* are on record having a diameter of not less than 7½ feet, and possessing tentacles over 120 feet long.†

Owing to their simplicity of structure, especially their histological features, there is a prevalent impression that jelly-fish imbibe, in sponge-like fashion, any fluids by which they may be surrounded, and Professor Loeb, of Chicago, has published the opinion that the existing chemical environment normally affects directly, not only the chemical constitution of medusæ; but their physiological activities as well, to a remarkable extent. The swimming motions or pulsations of *Aurelia* and *Gonionemus* are dependent, he declared, upon the presence of sodium, calcium, and potassium ions in their sea-water environment. Professor Loeb instanced an experiment in which a ring-like portion of the margin of *Gonionemus* was cut away, and the usual locomotor pulsations ceased in ordinary sea-water; but, when placed in a $\frac{5}{8}$ normal solution

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*Natural History of the Animal Kingdom, London, Griffin & Co., p. 70.

†Rolleston's Forms of Animal Life. 2nd Ed., Oxford, p. 788.

(i.e. 3·6 per cent) of sodium chloride. it rythmically contracted for an hour or more. He decided that the margin differed from the centre of the disc in that species, and contained sodium, calcium and potassium ions in different proportions. The pulsations in the case of *Aurelia* did not cease after its margin had been cut off. Dr. Macallum found, however, that the contractions of the disc of *Aurelia* were rare and feeble in ordinary sea-water, after cutting away the margin of the disc, though very vigorous in the $\frac{5}{8}$ normal solution of chloride of sodium; but he concluded that the salts did not act directly on the tissues, e.g., the nerve cells, muscles, &c., as Dr. Loeb thought; but on the nerve endings in the epithelium of the lower surface of the jelly-fish, usually called the sub-umbrella. This was clear from the fact that all contractions ceased when a 0·08 per cent solution of formalin in sea-water was gently brushed over the surface, or when the surface was so stroked with the back edge of a scalpel as to scrape the epithelium. These ectodermal cells, or epithelium elements, which form the thin covering over the gelatinous bell (mesoglœa) possess no markedly contractile character, and have assumed, in the morphologist's view, a function practically sensitive and protective alone, 'they have largely given up,' as the late Professor T. Jeffery Parker said, 'the function of contractility to the muscle processes or fibres.' This layer of living ectoderm prevents that direct influence, and interchange, which Professor Loeb regards as exercised by the chemical environment of the medusæ. Any rapid exchange between the outside medium and the salts in the tissues of the jelly-fish is barred, otherwise the composition of the 'jelly,' which forms so large a portion of the disc, would change with every change in the sea-water in which the creature floats, e.g., in passing from ocean water to brackish, and *vice versa.*

The gelatinous tissue or jelly is really a supporting lamella between the endoderm and ectoderm layers, but immensely thickened, as compared with the mesoglœal lamella in *Hydra,* and it is very effective in impeding the exchange referred to, and indeed, in preventing the diffusion of foreign matters. Methylene blue, injected by a hypodermic needle into a vigorously pulsating *Aurelia,* was found to stain one spot only, and it was not possible to detect any spreading-out of the colour even after 24 hours interval. While the prevention of the diffusion of foreign substances is secured on the one hand, and the retention, on the other hand, is ensured of fluid and inorganic matters. the loss due to injury is also minimized and repairs to the surface are facilitated, even when such injuries are extensive. Thus, a third of the disc may be removed; but the naked cut surface is soon overgrown by a cuticle of small and glistening epithelium cells. The jelly consists of a minutely reticulated meshwork of proteid, called discin, which retains water and inorganic salts, and by its excessive firmness resists diffusion and osmosis so long as the trabeculæ are maintained. Though the epithelial cuticle interposes a barrier against rapid exchange between the watery environment and the disc substance, and the mesoglœa itself resists the diffusion of foreign matters, yet the epithelial cells of the surface of the bell, and the lining cells of the gastro-vascular canals, exercise a remarkable selective power. They take in some chemical matters and reject others in the most unmistakable manner.

Before referring to the details of this interesting selective action of the cells as living units, and to the methods adopted by Professor Macallum in his researches, it may be necessary to point out that the composition of medusæ has engaged many observers. Krukenberg found in *Rhizostoma Cuvieri,* from the Adriatic, that the solids were 4·608 per cent and the organic 3 per cent; in *Aurelia* the solids were 4·2056 and 4·66 per cent, and in *Chrysaora hyoscella,* the percentages of solids were 4·25 and 3·7. Ladenburg found in two examples of *Aurelia aurita* from the Bay of Kiel, where the surface salinity is 1·7 to 1·8 per cent on the average, that the solids were 2·06 in one example, and in another 2·1 per cent. Krukenberg also attempted the estimation of the chlorine in medusæ from different localities, and found that *Aurelia* from east of the mouth of the Rhone showed 1·5975, and *Rhizostoma Cuvieri* showed 1·65075 per cent, as compared with specimens of *Aurelia* from the Gulf of Trieste and the Red Sea, which showed a percentage of chlorine as follows: 1·79275, 2·0306 and 2·2223, when the water of the sea contained respectively, chlorine percentages as follow: 1·8105, 1·931 and 2·0945. Other medusæ, from the same sources, Krukenberg found to contain chlorine greater in amount than in the surrounding sea-water, and he stated that in medusæ from waters of low salinity, their salinity was relatively much higher than in medusæ from sea-water of high salinity. He also found that a piece of jelly (in sea-water of 2·1868 per cent of chlorine) gave a fluid containing 2·334 per cent of chlorine; while, when the sea-water contained 2·272 per cent, the jelly fluid showed 1·345 per cent of chlorine—a most remarkable result, due to diffusion laws. Whether the loss of water, however, was owing to exudation or to mechanical processes, Krukenberg could not decide. In distilled water pieces yielded, he found, 4·93 and 4·13 per cent of chlorine, and in a medium containing magnesium sulphate only, the loss of salts decreased with the increase in the strength of the sulphate. A 6 per cent solution showed 4·33 per cent in the fluid given off, while in a 10 per cent solution it was 4·34 per cent; but in a 20 per cent solution the chlorine in the fluid was 3·229 and 3·666. With solid magnesium sulphate placed on the fragment of jelly, the fluid given off contained from 1·292 to 1·596 per cent of chlorine.

For the purposes of the St. Andrew's investigation it was necessary to have ample material to enable adequate analyses to be made. Hence a juice was prepared from living specimens of jelly-fish. The specimens were suspended in muslin bags in the station laboratory, for about ten minutes, so that the sea-water on the outside, and in the gastro-vascular canals internally, could drip away.

After this draining the specimens of *Aurelia* were subjected to a mincing process by hand, and the fine minced jelly was, after a second straining, kneaded thoroughly until liquified. The strained fluid, mixed with the kneaded material, presented a turbid appearance until the cellular elements settled, when the liquid was opalescent. Crystals of thymol were used for preserving samples, or else 2 cc. of formalin to 1000 cc. of the fluid. This fluid was stored in phials having tight-fitting glass stoppers.

As the canals in *Cyanea arctica* continue into the long dependent filaments, more time was necessary for the draining process in that species; but even after the lapse of an hour some sea-water still remained. There was in consequence of longer suspension some loss of organic material.

The specimens of *Cyanea* were then allowed to liquify spontaneously, after being broken up, and in the course of twenty-four hours a brownish red liquid resulted, in which the ropy tentacles remained undissolved. This was preserved by adding 2 or 3 cc. of formalin to 1000 cc. of the fluid. Preservation was satisfactory, but a precipitate settled in the *Aurelia* fluid, consisting largely of magnesium hydrate in union with some proteid matter. The medusa fluid or juice was subjected to elaborate analysis by Professor Macallum in the physiological laboratories of the University of Toronto, and the details require, of course, to be studied in the original paper, but the main results may here be summarized:—

(*a*) The sulphuric acid is much below that of the surrounding sea-water, absolutely and relatively.

(*b*) The magnesium is less than in sea-water, in *Cyanea* as much as 10 per cent less.

(*c*) The lime is the same as in sea-water at St. Andrew's and Canso in the case of *Aurelia;* but in *Cyanea* it is greater.

(*d*) The potassium shows the greatest disparity, being in *Aurelia* 40 per cent in excess of the amount in the sea-water and in *Cyanea* 100 per cent greater.

The selective action of the living cells forming the exterior covering and the internal (gastro-vascular) lining, is responsible, there can be no doubt, for the relatively large amount of potash salts taken in, and the ratio of the proteid nitrogen and phosphorus in one as compared with the other, viz., 1:2·5 is corroborative. The slight decrease in the sodium may be due to its replacement by potassium. The difference of the aqueous environment at St. Andrew's and at Canso explains the difference in the analyses of the specimens of *Aurelia* from the two places. Their subjection every twenty-four hours to greater variations at St. Andrew's than at Canso during embryonic and larval life is the likely explanation. At St. Andrew's the extremes are no doubt in April and August, but at Canso the range of variation is limited, and due to the depth, &c., of the adjacent waters. The following chlorine determinations show this:—

Surface water, Canso, chlorine 1·6543.

Atlantic outside of Canso, chlorine, surface, 1·6032 ; 10 fathoms, 1·6302 ; 25 fathoms, 1·7262 ; 50 fathoms, 1·7476.

The degree of salinity in the surrounding medium affects little the presence of chlorine in medusæ. If once a salt of sea-water is appropriated by the jelly, it remains there for life, and any exchange must inevitably be slow. The jelly favours fixity and uniformity of concentration, and the epithelium cells are effective as a barrier. Professor Macallum's view is that heredity must be the cause of the selective power, whereby the cells accept the lime and sodium salts on the whole as they are in sea-water, and take in also the potash, but reject some of the magnesium and sulphuric acid. Whether, however, a power of choice was inherent from the first in medusæ, or developed as an acquired function, must be decided by the conditions regarded as obtaining in their ancestral progenitors, and the sea-environment in which they existed in past geological times.

Cœlenterates are a primitive type, indeed, the *Graptolitidae* of the Silurian age, and the Silurian and Devonian *Stromatoporida*, are generally regarded by palæontologists as hydroids, and there can be no question of the remains of Jurassic medusæ in the Solenhaufen slates, and of at least one Cretaceous medusa; and the reference of these ancient forms to the order of (Craspedote) Trachymedusæ, and to certain orders of the *Acraspeda*, shows a striking stability in their morphological and structural features.

What must have been the environment of the early jelly-fishes? What were the surrounding conditions in the primitive seas which determined for these ancestral Hydrozoans that fixity of inorganic composition referred to? Professor Macallum points out that the primal seas, when life first appeared, must have contained a less quantity of salts, derived from the more readily decomposable rock materials, under the enormous atmospheric pressures, and at the high temperatures, at which vapour condensation first took place.

Biologists are well aware of the fact that the simplest forms of animal life (such as the Protozoan form *Amoeba*), while intolerant of extremes of heat, become sluggish as the temperature rises above 15° C. until at 30° or 35° C. movements cease altogether, but may be restored by lowering the temperature. If, however, the heat be raised to 40° C. heat rigour is produced, the protoplasm coagulates and the organism dies. There is, of course, a certain percentage of salts in solution in the fresh water in which *Amoeba* lives.

The sudden addition of 2 per cent of the chloride of sodium at once produces dry-rigor and general shrinkage; but if the change be gradual *Amœba* will live in a 4 per cent solution, i.e., one twice as strong as that which results in dry-rigor, if the change is sudden. *Amœba* has no barrier-membrane or cellular layer, but merely an ectosarc or slightly differentiated protoplasmic stratum externally. The contrast between the Protozoa and the Metazoa renders deductions unsafe, but, after all, Medusæ are low in the scale. Experiments with a remarkable fresh-water Medusa (*Crapedacustas sowerbii* Allm.*) discovered in the Royal Botanical Society's Gardens, Regents Park, London, some years ago, are interesting in this connection. Marine Cœlenterates are not very tolerant of fresh-water, and the Medusa just mentioned is the only non-marine jelly-fish known. Romanes found that it was even more intolerant of change. Dropped ino sea-water at 85°F. (being a tropical species) it remained unaffected for 15 seconds, then there were two or three tonic spasms, lasting

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*Professor Ray Lankester named it *Limnocodium* at the time of its discovery. See *Nature*, Vol. XXII., 1880 (pp. 147, 177, 361, &c.).

a few seconds, but in 30 or 40 seconds these faded into irregular twitchings. It became contracted and quiescent at the end of the first minute. On being replaced in fresh-water a strong spasm occurred after five minutes had elapsed, and for 20 minutes there was no motion. Irritability continued for some hours, as proved by pinching with forceps, but the effects of the sea-water immersion proved fatal. It was found to live for some hours in brackish or very weak salt-water (1 in 12, or 1 in 15), and it lived for days in a still weaker solution (1 in 18). Marine jellyfish cannot endure a high temperature, indeed 70°F. is fatal; but this fresh-water form withstood 100°F.—its pulsations being 80 per minute at 65° to 75°F., while they increased to 130 per minute at a temperature of 85°F. Freezing killed *Crapedacustas*, whereas marine species have been frozen and on being thawed out, they swam about as usual. Again, marine species survive for hours in saturated brine, as Romanes proved. There is a parallelism, as Dr. W. B. Carpenter long ago pointed out between morphological differentiation and physiological differentiation, and the physiologist may well be impressed by the diverse animal forms, amongst the Metazoa, which are able to maintain a vigorous vitality in the midst of greatly changed or changing external conditions. They have within themselves the power of compensating for these changes in an extraordinary degree. Above all, the specialized and complex organization of man possesses surprising capability of resistance to, or rather, independence of, environmental changes. He is capable 'of sustaining the highest as well as the lowest extremes of temperature and of atmospheric pressure,' to quote from the distinguished authority just referred to. This resistance to varying external changes, is an inherent potency by which organic individuality is to no small extent maintained.

To return from this excursus to Professor Macallum's investigation, it seems clear that while the inorganic composition of *Aurelia* and *Cyanea* has acquired comparative fixity, the adaptation of these forms to changes in chemical environment is incomplete and variable. When the salts in sea-water were less abundant than they are now the medusæ would, doubtless, acquire a fixed relation to the relatively concentrated potash salts, while more tolerant of the salts of soda, as they became more concentrated. More than the usual amount of potash salts would be absorbed, in order to retain the physiological equilibrium; but this excess would diminish as the cells accommodated themselves to the altered relation between the potash and the soda salts. The power of taking up sodium and magnesium compounds would increase though not to such a degree as to take in the full amount present in sea-water. Further, the power to select lime would early approximate to the limit of the amount in sea-water.

The amounts, absolute and relative, are detailed in the following table:—

a. ABSOLUTE AMOUNTS IN 100 PARTS.

—	Sp. gr.*	Cl	SO_3	CaO†	MgO†	K	Na	Total Salts.
Sea water, St. Andrews—April...	1018·03	1·347	0·15126	0·04105	0·14888	0·027184	0·74236	2·41704
" " August..	1023·79	1·7473	0·20257	0·05259	0·19344	0·035395	0·988235	3·16566
Aurelia, St. Andrews....	1023·49	1·7174	0·13363	0·0515	0·17556	0·048745	... .	....
Sea water, Canso—$\triangle = -1{\cdot}825°$ C.	1022·78	1·6543	0·18931	0·04943	0·18377	0.033503	0·91898	2·98264
Cyanea, Canso—‡$\triangle = -2{\cdot}137°$ C..	1024·42	1·6842	0·11349	0·048785	0·16946	0·068935	0·89926	2·9279
Aurelia' Canso—‡$\triangle = -2{\cdot}01°$ C...	1023·52	1·7231	0·12245	0·05375	0·18205	0·048103	0·928773	3·00175

* As compared with distilled water at 4° C.

† Given as CaO and MgO to facilitate comparison with the tables of Dittmar and Forchhammer.

‡ Cryoscopic determinations on carefully filtered juice in each case.

b. AMOUNTS RELATIVE TO CHLORINE ($Cl=100$).

—	SO_3	CaO	MgO	K	Na	Total Salts.
Sea water, St. Andrews—April	11·23	3·04	11·06	2·018	55·12	179·44
" " August	11·59	3·001	11·07	2·025	55·82	181·1
Aurelia, St. Andrews	7·77	2·998	10·22	2·838	....	....
Sea water, Canso	11·44	2·988	11·11	2·032	55·55	180·3
Aurelia, Canso	7·11	3·118	10·56	2·792	53·9	174·2
Cyanea, Canso	6·73	2·89	10·06	4·093	53·38	173·84
Ocean water, Mean (Dittmar)	11·576	3·026	11·21	1·997	55·27	180·584
" " " (Forchhammer)	11·88	2·93	11·03	1·602	....	181·1

That the amount of sulphuric acid is much below that in sea-water, both absolutely and relatively in *Aurelia* and *Cyanea,* is very noteworthy, and its slow rate of increase in sea-water must be the explanation of the low proportion. There are three equivalents of acid to one of lime in sea-water; but in river-water the acid equivalents are much smaller than those of the lime. Apparently it was not possible for the Medusæ to accommodate themselves to these external constituents in the same degree, owing no doubt to the physiological rate of accommodation being slower for sulphuric acid. The degree of accommodation to each constituent of sea-water varies very much, resulting in a deficiency in the case of sodium of 3-4 per cent, of magnesia 5-10 per cent, and sulphuric acid 32-36 per cent.

While these speculations are offered by Professor Macallum with reserve, they give interest to the well-known fact that some salts are relatively more abundant in their vascular fluids than in the media in which animals live, or than in their food.

The proportions of sodium, calcium and potassium, omitting for the moment magnesium, in the *Aurelia* and *Cyanea* juice, are strikingly similar to their proportions in mammalian serum and in Ringer's solution*, and indicate that these proportions in plasma are primitive and ancestral, and must date from a geological epoch when sea-water was poorer in salts of magnesia than it is now. In vertebrates and invertebrates of old, as in the Medusæ of to-day, the fluids in the vascular system might be compared to modified sea-water, so far as its inorganic constituents are concerned, and the physiological relation between the tissues and the salts in their vascular fluids, fixed primitively, continued hereditarily to their descendants, whether they changed their habitat from the sea to fresh-water or to the land. The low proportions of magnesium to sodium in vertebrate blood, and the high proportions in sea-water, must have been established when magnesia was less abundant than now in sea-water.

The view propounded by Professor Macallum implies that in the sea originated all animal life. 'The sea,' August Weissmann indeed declared, 'is the birthplace of all animal and plant life; and from it animals and plants have spread on to the land and into the fresh waters which permeate it.'

The jellyfish tissues have, it is clear, accommodated themselves to the high and increasing magnesium content of the ocean. Professor Loeb's idea that sodium ions are poisonous in sea-water, and may be antagonized by calcium and potassium ions in the tissues, mistakes and obscures the significance of the problem. The animal cell, exposed for ages to the three elements in its environment, has adapted itself to them, and the proper explanation of the third element's action is, that such a mixture of the solutions reproduces the primitive fluid-environment of the creature, hence the terms 'poison' and 'poisonous' are inapplicable.

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*Ringer's solution is a mixture of salts favourable for the development and maintenance of contraction in cardiac and ordinary striated muscle.

The physiological habit, established ancestrally, is maintained. Loew's idea that, because potassium salts favour chemical condensation-processes, this accounts for the high selective capacity for potassium possessed by animal and vegetable organisms, fails, however well-founded, and does not explain why medusa cells pack such salts away in the inert or dead jelly of the bell.

Reference may be made to other salts, small in quantity but important, and conveniently omitted in estimating the total sum of salts in sea-water and in the juices of medusæ. There is apparently no alumina in *Aurelia* and *Cyanea,* while the silica detected is so small in quantity that it may be due to sand particles, protozoan skeletons, &c., in the gullet and gastro-vascular canals, though the jelly of *Aurelia* may contain silica, as sponges and cœlenterates, of course, can utilize the silica of sea-water. The iron present is, in St. Andrew's *Aureliæ*, ·0036 to ·004 per cent, and in Canso *Aureliæ* ·00087 (volumetrically), while in Canso *Cyanea* it is ·001796 to ·00207 per cent, whereas St. Andrew's sea-water contains only ·00006 per cent and Canso sea-water slightly more, viz.: ·00098 per cent. Phosphoric acid in *Aurelia* juice contains ·013314 per cent and *Cyanea* juice ·030315 per cent, but it must be noted that only a small portion exists in inorganic combustion, the rest being from nucleo-proteid and lecithin. Bromine in sea-water, according to the late Professor Dittmar, is ·3402 of the total halogen, and in *Aurelia* from Canso, with a total halogen of 1·723, it would be ·00586 per cent. Iodine, in 50 litres of sea-water, amounted to ·0006, yet in contrast to analyses of sponges, repeated and careful tests with *Aurelia* and *Cyanea*[*] failed to show the presence of that element. Another method showed its presence, but only ·00001 to ·00025 in 50 litres, and probably minute animals account for it. A very large quantity of the juice is necessary to determine its presence.[†] Does the gastro-vascular lining (i.e. the epithelial cells) reject iodides in sea-water, just as the sulphuric acid is rejected? If so, that is the explanation of the much smaller amount of iodine the medusa contains than the sea-water contains, in which it lives.

The conclusions yielded by the very elaborate and careful analyses of Professor Macallum, and summarised in the final pages of his paper, may be concisely stated as follows:—

1. Medusæ differ in their chemical composition, as regards salinity, from the sea-water in which they live, and two species differ from each other, in the same water and on the same day. Specific individuality is not signalized by morphological and anatomical features only, but is indicated by inorganic chemical composition as well.

2. The salinity of the sea-water environment may vary considerably, but affects very inconsiderably the salinity of organisms like medusæ.

3. Salts, once deposited in the jelly of living medusæ, are unaffected by osmosis while they continue to live in sea-water.

4. The sodium in medusæ is slightly less, and the potassium considerably more, than in the sea-water, taking the total halogen as the standard. The lime is about the same as in the sea-water, but the magnesia is less (as much as 10 per cent less), and the sulphuric acid very much less (32 to 35 per cent) in the medusæ.

5. The iron is more, and the iodine less, in medusæ than in sea-water; and the latter is apparently not associated with any compound which can be precipitated by alcohol.

6. The lining cells of the medusa's digestive system are living units, which exercise selection in absorbing the salts of sea-water, and this selection is more vigorous in respect to some constituents than others.

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[*] 2 litres of the juice were used.

[†] The total amount of proteid in *Aurelia* is very small, only 1/7 to 1/8 per cent of its total weight; thus 2,000 cc. of juice only yields a total of 2·6 grains of proteids.

7. The different selective preferences exercised are explained by the past history of the sea-water environment. Magnesia and sodium steadily increased, but lime and potassium must have reached their present proportions ages ago; and the internal epithelial cells of medusæ accommodated themselves accordingly, although they have not yet accommodated themselves to the increasing sodium and magnesia.

8. The inorganic composition of medusæ, as shown by Professor Macallum's researches, reflects the composition of sea-water less of to-day, than of past geological periods, possibly very remote periods.

SUPPLEMENT

TO THE

THIRTY-NINTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND
FISHERIES, BEING PARTLY FOR THE FISCAL YEAR ENDED JUNE 30,
1906, AND PARTLY FOR THE CALENDAR YEAR 1906.

MARINE

REPORTS

OF THE

HARBOUR COMMISSIONERS

FOR

TORONTO, QUEBEC, THREE RIVERS, BELLEVILLE, NORTH SYDNEY, PICTOU
AND MONTREAL,

AND PILOTAGE AUTHORITIES

CERTIFICATES TO MASTERS AND MATES

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS AND
STATEMENT OF WRECKS AND CASUALTIES,

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1906.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1907

OTTAWA, August, 1907.

Hon. LOUIS-PHILIPPE BRODEUR,
Minister of Marine and Fisheries

SIR,—I have the honour to submit herewith the Supplement to the thirty-ninth Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1906, containing a statement of merchant shipping, wrecks and casualties; lists of certificates granted to masters and mates; the reports of the harbour commissioners of Toronto, Belleville, Quebec, Three Rivers, North Sydney and Montreal for 1906; list of harbour masters; reports of harbour masters generally; reports of pilotage commissioners; reports of port wardens, and list of shipping masters.

I have the honour to be, sir,

Your obient servant,

F. GOURDEAU, Lt.-Col.,
Deputy Minister of Marine and Fisheries,

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APPENDIX 1

MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1906, including old and new vessels, sailing vessels, steamers and barges, was 7,512 measuring 654,179 tons register tonnage, being an increase of 187 vessels, and a decrease of 15,646 tons register, as compared with 1905. The number of steamers on the registry books on the same date was 2,810, with a gross tonnage of 375,263 tons. Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be $19,625,370.

The number of new vessels built and registered in the Dominion of Canada during the last year was 397, measuring 21,741 tons register tonnage. Estimating the value of the new tonnage at $45 per ton, it gives a total value of $978,345 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1874 to 1906. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1906, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

Statement showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on December 31, 1906.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham	373	49	2,212	7,883
Dorchester	9	2	9	1,889
Moncton	14	2	119	1,419
Richibucto	16	4	129	479
Sackville	11	3	65	637
St. Andrews	177	8	604	3,606
St. John	339	82	9,342	28,558
Total	939	150	12,480	44,471

STATEMENT showing the number of Vessels and numbers of tons on the Registry Books, &c.—*Continued.*

PROVINCE OF NOVA SCOTIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherst	6	1	109	244
Annapolis Royal	44	1	32	5,930
Arichat	121	2	71	3,490
Barrington	87	6	206	2,203
Canso	34			670
Digby	141	9	351	5,302
Guysboro'	12			537
Halifax	426	79	12,246	21,347
Liverpool	98	5	369	9,058
Lunenburg	309	9	725	26,593
Maitland	22	1	88	11,151
Parrsboro	105	5	568	22,681
Pictou	57	20	2,716	5,407
Port Hawkesbury	66	4	155	1,809
Port Medway	19	1	138	1,613
Shelburne	81	3	56	4,298
Sydney	97	24	1,223	4,689
Truro				
Weymouth	37	1	5	2,779
Windsor	100	14	1,454	40,424
Yarmouth	297	27	4,647	17,103
Total	2,159	212	25,159	187,328

PROVINCE OF QUEBEC.

Amherst (Magdalen Islands)	15	2	492	624
Gaspé	28	1	921	1,694
Montreal	638	244	68,432	99,502
Paspebiac	15	3	88	1,189
Quebec	636	151	19,731	39,394
Sorel	12	5	309	937
Total	1,344	406	89,973	143,340

PROVINCE OF ONTARIO.

Amherstburg	14	9	364	389
Belleville	16	13	306	458
Bowmanville	3			451
Brockville	27	26	741	476
Chatham	19	12	336	529
Cobourg	6	1	23	772
Collingwood	76	73	10,018	7,238
Cornwall	2	2	46	32
Deseronto	17	11	801	1,182
Dunville	1			57
Fort William				
Goderich	45	36	2,343	2,307
Hamilton	56	48	12,992	9,241
Kenora	65	62	2,131	1,519
Kingston	188	116	12,139	19,809
Lindsay	51	31	631	1,710
Midland	16	14	7,561	5,437
Napanee	1			122
Oakville	1			26
Ottawa	392	234	30,191	30,893
Owen Sound	44	38	3,063	3,703
Peterborough	49	45	1,270	1,096

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Concluded.*

PROVINCE OF ONTARIO—*Continued.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Picton	21	13	2,911	3,113
Port Arthur	51	38	3,345	6,152
Port Burwell	8	7	80	110
Port Dover	14	9	258	632
Port Hope	42	28	1,956	3,189
Port Stanley	9	9	185	125
Prescott	38	18	1,197	5,957
Sarnia	45	35	10,450	9,027
Southampton	14	12	593	607
Sault Ste. Marie	55	47	4,365	8,214
St. Catharines	97	60	3,970	10,885
Simcoe	5	2	35	271
Toronto	389	301	38,791	33,847
Wallaceburg	33	19	1,328	2,528
Whitby	3	...	...	514
Windsor	65	32	7,814	7,722
Total	1,978	1,401	162,234	180,340

PROVINCE OF PRINCE EDWABD ISLAND.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Charlottetown	149	16	3,923	10,761

PROVINCE OF BRITISH COLUMBIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
New Westminster	166	97	6,861	10,183
Vancouver	371	272	22,233	23,886
Victoria	245	138	41,636	43,676
Total	782	507	70,730	77,746

PROVINCE OF SASKATCHEWAN.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Prince Albert	1	1	141	89

PROVINCE OF MANITOBA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Winnipeg	149	107	8,138	8,341

YUKON DISTRICT.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Dawson	11	10	2,485	1,763

SUMMARY.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
New Brunswick	939	150	12,480	44,471
Nova Scotia	2,159	212	25,159	187,328
Quebec	1,344	406	89,973	143,340
Ontario	1,978	1,401	162,234	180,340
P. E. Island	149	16	3,923	10,761
British Columbia	782	507	70,730	77,746
Manitoba	149	107	8,138	8,341
Yukon District	11	10	2,485	1,763
Saskatchewan	1	1	141	89
Grand Total	7,512	2,810	375,263	654.179

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1874 to 1906, both inclusive.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia...	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec...	1,837	218,946	1,831	222,965	1,902	228,592	1,951	248,399	1,676	248,349
Ontario..	815	113,008	825	114,990	889	123,947	926	131,761	958	135,440
P. E. Island....	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia...	35	3,611	40	3,685	40	3,809	43	3,479	51	4.482
Manitoba.....	....	......	2	178	2	178	6	246	16	1,161
Total. ...	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7.362	1,310,468	7,169	1,333,015

Provinces.	1879.		1880.		1881.		1882.		1883.	
New Brunswick	1,135	340,491	1,097	336,976	1,087	333.215	1,065	308,980	1,107	315,906
Nova Scotia...	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec..	1,975	246,025	1,889	233,341	1.830	224,936	1,754	215,804	1,739	216.577
Ontario..	1,006	136,987	1.042	137,481	1,081	139,998	1,112	137,061	1.153	140,972
P. E. Island....	298	49,807	288	45,931	273	45.410	248	41,684	241	49,446
B. Columbia...	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
Manitoba..	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total. ...	7,471	1,332,094	7,377	1.311,318	7.394	1.310,896	7,312	1,260.777	7,375	1,276,440

Provinces.	1884.		1885.		1886.		1887.		1888.	
New Brunswick	1,096	308,132	1,060	298,589	1,042	269,224	1,027	255.126	1,009	239,332
Nova Scotia.. .	2,942	544,048	2,988	541,843	2,929	526,921	2,845	498,878	2,851	485,709
Quebec	1,628	202,842	1.631	203,635	1,659	232,656	1,586	189,064	1,498	178,520
Ontario	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1.330	139,502
P. E. Island....	234	39,213	227	36.040	225	30,658	225	29,031	218	26,586
B. Columbia...	116	11,403	123	11,834	134	11.900	149	12,789	167	14,249
Manitoba.. ...	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744
Total......	7,255	1,253,747	7,315	1.231,856	7,293	1,217,766	7,178	1,130,307	7,142	1.089.642

Provinces.	1889.		1890.		1891.		1892.		1893.	
New Brunswick	1,013	218,873	981	209.460	969	193,193	946	181.779	1,010	156,086
Nova Scotia....	2,855	464.431	2,793	464,194	2,778	461.758	2.731	425,690	2.715	396,263
Quebec........	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario.......	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1.370	146,665
P. E. Island....	224	25,506	231	26,080	195	23,316	196	22,706	188	20,970
B. Columbia...	176	15,241	196	16,025	246	19.767	298	23,448	315	24,900
Manitoba..	77	6,091	79	6,475	78	6,197	81	6,118	89	6.534
Total	7.152	1,040,481	6,991	1,024,974	7,015	1,005.475	7,007	964,129	7,113	912,539

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, &c.—*Continued.*

Provinces.	1894.		1895.		1896.		1897.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,003	136,257	975	122,417	964	115,506	923	103,583
Nova Scotia	2,710	371,432	2,683	343,346	2,669	317,526	2,204	283,056
Quebec	1,427	160,590	1,454	158,776	1,469	158,649	1,480	158,077
Ontario	1,480	148,525	1.508	148,609	1,525	146,522	1,424	135,349
P. E. Island	191	19,650	190	19,323	174	16,540	174	15,812
B. Columbia	336	26,455	346	25,988	363	26,622	364	26,604
Manitoba	98	6,715	106	7,307	115	7,934	115	7,272
Total	7,245	869,624	7,262	825.776	7,279	789,299	6,684	731,754

	1898.		1899.		1900.		1901.	
New Rrunswick	903	89,257	920	86,288	927	78,708	915	75,293
Nove Scotia	2,167	262,176	2,121	243,457	2,121	226,817	1,980	214,560
Quebec	1.378	144,447	1,375	144,586	1,247	138,136	1,265	142,664
Ontario	1,452	134,180	1,488	135,234	1,610	141,112	1,635	145,227
P. E. Island	178	15,979	171	14,660	176	14,251	180	14.720
B. Columbia	444	40,304	488	44,415	515	51,095	676	62,102
Manitoba	121	7,439	126	9,108	128	7,147	139	7,445
Yukon District	....	....	5	1,604	11	3,268	11	2,463
Total	6,643	693,782	6,698	679,352	6,735	659,534	6,792	664,483

	1902.		1903.		1904.		1905.		1906.	
New Brunswick	017	64,605	929	56,508	933	54,855	838	40,145	939	44,471
Nova Scotia	2,037	212,967	2,069	216,053	2,066	211,972	2,121	198,976	2,159	187.328
Quebec	1,288	136,660	1,288	138,570	1,287	140,339	1,301	141,406	1,344	143,340
Ontario	1,699	156,449	1,778	169,086	1,886	176,430	1,942	178,848	1,978	180,340
P. E. Island	156	13,464	164	13,739	161	12,200	158	11,924	146	10.761
B. Columbia	584	58,292	639	76.215	666	77,104	612	79,954	782	77,746
Manitoba	139	7,536	139	7,695	141	7,765	142	7,809	149	8,341
Yukon District	16	2,640	14	2,281	12	2,172	11	1,763	11	1,763
Saskatchewan	....	....	....	....	....	....	....	....	3	89
Total	6,836	652,613	7,020	683,147	7,152	582,838	7,325	669,825	7,512	654,179

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended December 31, 1906.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham	8	95
Dorchester	1	3
Moncton	Nil.	Nil.
Richibucto	Nil.	Nil.
Sackville	Nil.	Nil.
St. Andrews	11	182
St. John	3	151
Total	23	431

PROVINCE OF NOVA SCOTIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherst	1	76
Annapolis Royal	1	424
Arichat	6	100
Barrington	11	204
Canso	3	41
Digby	3	114
Guysboro'	Nil.	Nil.
Halifax	13	404
Liverpool	6	536
Lunenburg	35	2,480
Maitland	Nil.	Nil.
Parrsboro'	3	830
Pictou	Nil.	Nil.
Port Hawkesbury	Nil.	Nil.
Port Medway	Nil.	Nil.
Shelburne	10	854
Sydney	6	129
Truro	Nil.	Nil.
Weymouth	1	158
Windsor	2	320
Yarmouth	53	868
Total	154	7,538

PROVINCE OF QUEBEC.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherst (Magdalen Islands)	2	134
Gaspé	Nil.	Nil.
Montreal	28	2,634
Paspebiac	Nil.	Nil.
Quebec	14	560
Sorel	6	612
Total	50	3,940

PROVINCE OF ONTARIO.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherstburg	Nil.	Nil.
Belleville	Nil.	Nil.
Bowmanville	Nil.	Nil.
Brockville	Nil.	Nil.
Chatham	Nil.	Nil.
Cobourg	Nil.	Nil.
Collingwood	2	243
Cornwall	Nil.	Nil.
Deseronto	Nil.	Nil.
Dunnville	Nil.	Nil.
Fort William	Nil.	Nil.
Goderich	2	65
Hamilton	Nil.	Nil.
Kenora	6	113
Kingston	9	167
Lindsay	Nil.	Nil.
Midland	2	375
Napanee	Nil.	Nil.
Oakville	Nil.	Nil.
Ottawa	10	742
Owen Sound	Nil.	Nil.
Peterborough	4	63
Picton	1	13
Port Arthur	3	1,796
Port Burwell	Nil.	Nil.
Port Dover	Nil.	Nil.
Port Hope	Nil.	Nil.
Port Stanley	12	9
Prescott	1	17
Sarnia	1	13
Southampton	Nil.	Nil.
Sault Ste. Marie	4	34
St. Catharines	2	302
Simcoe	Nil.	Nil.
Toronto	25	2,059
Wallaceburg	Nil.	Nil.
Whitby	Nil.	Nil.
Windsor	1	3
Total	74	6,014

PROVINCE OF PRINCE EDWARD ISLAND.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Charlottetown	4	147

List of Ports at which Vessels may be Registered, showing the number of new Vessels Built and Registered, &c.—*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
New Westminster. . . .	6	552
Vancouver.	65	1,605
Victoria.	11	617
Total	82	2,774

PROVINCE OF MANITOBA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Winnipeg	9	808

YUKON DISTRICT.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Dawson City.	Nil.	Nil.

SASKATCHEWAN

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Prince Albert	1	89

SUMMARY.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
New Brunswick.	23	431
Nova Scotia.	154	7,538
Quebec	50	3,940
Ontario.	74	6,014
Prince Edward Island . .	4	147
British Columbia.	82	2,774
Manitoba.	9	808
Yukon District.	Nil.	Nil.
Saskatchewan	1	89
Total.	397	21,741

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion
1906 both

Provinces.	1874. Vessels.	1874. Tons.	1875. Vessels.	1875. Tons.	1876. Vessels.	1876. Tons.	1877. Vessels.	1877. Tons.	1878. Vessels.	1878. Tons.
New Brunswick	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario	50	10,797	53	7,760	47	7,397	28	3,316	30	2,409
Prince Edward Island	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia	5	276	.....	....	1	121	2	204	2	45
Manitoba	....	....	..	....	....	....	3	48	1	15
	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746	..	....	3	2,721	2	2,943	1	663
Add new vessels which left Quebec for registration in Germany	....	....	....	....	1	480	....	....	....	......
Total	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536

Provinces.	1886. Vessels.	1886. Tons.	1887. Vessels.	1887. Tons.	1888. Vessels.	1888. Tons.	1889. Vessels.	1889. Tons.	1890. Vessels.	1890. Tons.
New Brunswick	34	4,931	18	2,909	32	2,530	50	4,792	35	5,572
Nova Scotia	93	20,948	87	12,310	116	12.965	126	19,645	150	33,907
Quebec	27	2,683	28	2,888	23	2,669	27	3,759	25	4,880
Ontario	52	2,075	66	2,993	45	3,259	45	3,259	41	4,917
Prince Edward Island	12	1,318	7	601	12	1,412	12	1,503	12	2,008
British Columbia	8	154	9	376	18	448	12	840	15	876
Manitoba	3	98	8	439	1	11	8	548	7	218
Total	229	32,207	223	22,516	264	25,130	280	34,346	285	52,378

Provinces.	1898. Vessels.	1898. Tons.	1899. Vessels.	1899. Tons.	1900. Vessels.	1900. Tons.	1901. Vessels.	1901. Tons.	1902. Vessels.	1902. Tons.
New Brunswick	31	790	31	798	22	762	25	1,141	23	1,055
Nova Scotia	67	4,962	92	7,594	118	9,416	133	14,660	140	14,827
Quebec	51	4,139	35	5,943	50	4,301	43	7,421	16	1,990
Ontario	46	1,872	52	3,419	58	3,734	62	2,665	60	8,791
Prince Edward Island	5	372	3	56	3	106	6	589	8	530
British Columbia	72	12,228	51	2,734	43	3,837	62	7,728	36	2,550
Manitoba	6	159	13	554	3	109	3	112	10	137
Yukon District	......	....	....	....	1	61	1	165	3	336
Saskatchewan	....	......	...	....	......	....	.....	....	......	....
Total	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216

of Canada, during the Year ended December 31, in each Year, from 1874 to inclusive.

1879.		1880.		1881.		1882.		1883.		1884.		1885.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	18,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736
126	39,208	126	31,257	150	40,565	117	26,711	202	35,765	176	42,032	102	24,703
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815	29	4,556
32	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4, 446	45	4,509
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707
5	788	....	....	2	85	8	1,631	5	849	15	635	6	648
...	....	1	100	3	116	1	289	2	125	37	3,366	13	320
265	74,227	288	65,441	337	74,060	288	60,113	374	74,090	387	72,411	240	44,179
.....	....	.....	......	.....	....	1	1,622	.....	....	...	....	....	......
..	....	.....	....	.....	....	.....	....	......	......	....	....	...	....
285	74,227	288	65,441	337	74,060	283	61,142	374	74,090	387	72,511	240	44,179

1891.		1882.		1893.		1894.		1895.		1896.		1897.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
48	6,269	21	1,183	119	2,819	40	2,534	27	714	24	627	33	1,738
130	35,528	105	16,446	111	15,089	128	8,721	89	4,762	97	7,704	54	4,259
46	4,200	34	2,620	53	4,220	55	4,412	40	4,335	36	3,960	49	4,227
44	2,682	34	3,684	49	4,126	64	3,137	52	3,732	38	1,757	50	3.850
5	1,000	9	967	3	634	3	183	1	196	3	111	3	226
41	2,364	46	2,887	19	944	25	1,900	18	1,709	22	1,566	26	2,429
3	122	6	296	8	608	11	356	14	822	7	612	16	365
313	52,145	255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,094

1903.		1904.		1905.		1906.		—		—		—	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
24	1,708	25	1,306	25	998	23	431	......	....	....	....	..	..
135	12,907	99	5,993	160	7,453	154	7,538	......	....	....	....	...	......
31	1,076	20	3,203	24	1,438	50	3,940	......	......	...	....	....	.. ..
71	10,719	105	5,167	85	5,735	74	6,014	......	.... .	....	....	....	.. ...
6	171	2	185	6	577	4	147	...	....	.. .	......	...	.. ...
56	3,494	48	2,362	51	3,536	82	2.774	. ....	....	....	......	....	.. ..
5	248	9	338	1	44	9	808	... .	.. ....	....	... ..	.. .	.. ...
Nil.	Nil.	Nil.	Nil.	...	..... .	......	....	....	....	....	....	....	....
......	....	...	....	.....	..... .	.. .	....	... .	....	....	....	....	.. ....
348	30,323	308	18,554	352	19,781	397	21,741	.. .	....	....	....	.. .	.. ..

STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Répertoire Géneral for 1906-1907.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British	8,875	16,195,383	9,923,944	6,500	1,818,728	11,742,672
American	933	1,768,119	1,197,459	3,811	1,504,234	2,701,693
German	1,648	3,464,003	2,124,180	1,315	524,182	2,648,362
Norwegian	1,097	1,168,117	725,894	1,628	757,908	1,483,802
French	917	1,283,712	735,419	1,710	529,686	1,265,105
Russian	656	772,375	471,093	3,458	567,762	1,038,855
Italian	380	777,580	493,963	1,501	489,580	983,543
Japanese	734	984,524	623,810	1,325	167,010	790,820
Swedish	805	637,203	435,288	1,568	265,048	700,336
Canadian		*	*	*	*	*
Dutch	434	706,241	443,262	653	83,169	526,431
Spanish	469	687,483	423,566	550	84,380	507,946
Danish	469	584,883	357,426	981	121,489	478,915
Greek	220	355,885	221,946	883	180,113	402,059
Austrian	287	609,799	380,151	99	16,577	396,728
Turkish	125	113,432	70,800	902	186,690	257,490
Brazilian	225	154,197	95,969	366	66,539	161,508
Belgian	146	170,315	114,257	8	3,778	118,035
Argentine	180	124,021	73,106	163	43,817	116,923
Chilian	70	85,336	54,357	91	42,177	96,534
Portuguese	55	59,354	36,652	270	46,744	83,396
Cuban	46	54,067	34,680	119	11,315	45,995
Uruguayan	33	25,877	16,104	65	25,902	42,006
Chinese	45	61,202	39,615	8	1,447	41,062
Peruvian	6	8,780	5,687	53	21,943	27,630
Mexican	35	23,312	14,141	48	9,173	23,314
Roumanian	27	29,939	15,997	19	3,408	19,405
Honduras	9	16,310	10,400	1	257	10,657
Egyptian	21	14,472	8,031	8	2,480	10,511
Nicaraguan	3	1,753	420	8	4,996	5,416
Montenegrin	....	....	....	22	5,077	5,077
Venezuelan	9	3,951	2,096	19	2,819	4,915
Haitian	6	2,662	1,556	11	2,056	3,612
Bulgarian	5	4,328	2,629	1	110	2,739
Sarawak	4	3,597	2,261	1	347	2,608
Arabian	....	....	....	3	2,484	2,484
Siamese	7	3,359	1,918	3	545	2,463
Colombian	1	881	457	5	1,388	1,845
Guatemala	....	....	....	7	1,770	1,770
Corean	3	2,086	1,561	....	....	1,561
Dominican	....	....	....	9	1,246	1,246
Persian	2	1,328	885	1	107	992
Tunisian	2	584	304	3	615	919
Hawaiian	....	....	....	4	804	804
Liberian	....	....	....	2	686	686
Bolivian	....	....	....	1	607	607
Costa Rican	2	528	313	1	233	546
Panaman	1	748	454	....	....	454
San Salvador	....	....	....	3	454	454
Zanzibar	2	508	308	....	....	308
Paraguay	1	282	232	....	....	232
Congo	2	599	200	....	....	200
Ecuador	....	....	....	2	199	199
Crete	....	....	....	1	111	111
Servian	1	264	102	....	....	102
Gibraltar	....	....	....	1	94	94
Unknown	6	8,560	5,464	20	6,966	12,430
Total	18,803	30,962,339	19,168,357	28,161	7,608,250	26,776,607

* Included in British.

LIST of veesels whose names have been changed by Order in Council, under Section 21 of Chapter 72 of the Revised Statutes of Canada, during the year ended December 31, 1906.

Official Number.	Present Name of Vessel.	Port of Registry.	Former Name of Vessel.
106075	A. W. Perry	Halifax	Beverly.
78142	Amherst	Port Medway	Lady Glover.
117032	Batchewana	Sault Ste. Marie	Robert A. Packer.
33746	Beauharnois	Ottawa	Richelieu.
121784	Bickerdike	Ottawa	Arabia.
92483	Briton (The)	Bowmanville	S. and J. Collier.
77698	Cataract	Hamilton	Myles.
72737	Duchess of Bedford	Victoria	Beatrice.
112207	Dundurn	Hamilton	Pere Marquette No. 2.
121761	Erin	Vancouver	Sarah M. Renton.
107598	Erindale	Owen Sound	City of Owen Sound.
116903	Hugh G	Parrsboro'	Ida Bentley.
116954	Ionic	Sarnia	Cuba.
92723	Irene	Midland	Maud.
116951	Josephine	Quebec	Eva S. Robinson.
117149	Marion C.	Halifax	Orion
103805	May W. Edgett	Pictou, N.S	Island City.
92785	Premier	Toronto	Lincoln.
116813	Strathmore	Cobourg	Gordon Campbell.
122113	W. S. Calvert	Toronto	Berks.
107750	Wawa	Kingston	Kacymo.
116313	Winner	Amhertsburg	J. K. Secox.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1907.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

APPENDIX 2

TORONTO HARBOUR COMMISSIONERS' REPORT FOR THE YEAR ENDING 31ST DECEMBER, 1906.

GENERAL BALANCE SHEET.

Wharf Property	$43,073 72	Balance to Cr. of Profit and Loss	$63,483 84
Office Furniture	492 88		
Can. Per. Bonds	14,000 00		
Cash in Bank	5,906 00		
Cash on Hand	11 24		
	$63,483 84		$63,483 84

We have examined the books and vouchers and have compared the balance sheet with the said books and vouchers, and we certify the same to be correct and to represent a true statement of the affairs of the Trust at this date, December 31, 1906

Adopted by Board at Meeting, January 7, 1907.

F. S. SPENCE,
Chairman.
J. T. MATTHEWS,
Vice-Chairman. } *Commissioners.*
T. L. CHURCH,
ALBERT J. KEELER,
J. G. H. HAGARTY.

S. BRUCE HARMAN,
SYDNEY H. JONES,
Auditors.
COLIN W. POSTLETHAITE,
Harbour Master.

PROFIT AND LOSS.

DR.			CR.
Solicitor's Account	$ 122 00	Balance from Ledger	$62,900 47
Furniture Account, written off	55 00	Canadian Pacific Railway	4,000 00
Ottawa Deputation	25 40	Harbour Dues	6,888 96
Advertising for Tenders	9 00	Interest on Deposits	145 50
Insurance	17 50	Interest on Bonds	557 20
Charges, Commissioner's Fees, etc.	300 00		
Lights, Buoys and Beacons	224 91		
General Repairs, Queen's Wharf	2,302 32		
Printing and Stationery	62 20		
Dredging	4,752 61		
Office Expenses, Rent, &c	596 35		
Salaries	2,540 00		
Balance to Credit of Profit and Loss	63,483 84		
	$74,492 13		$74,492 13

Audited and found correct.

S. BRUCE HARMAN,
SYDNEY H. JONES,
Auditors.

Toronto, January 4, 1906.

RECEIPTS AND EXPENDITURE.

Receipts.		Expenditure.	
Cash in Bank, Jan. 1, 1906.	$ 5,270 11	Solicitor's Fees	$ 122 00
Cash in Hand, Jan., 1906	8 76	Deputation to Ottawa	25 40
Canadian Pacific Railway Co	4,000 00	Advertising for Tenders	9 00
Harbour Dues	6,888 96	Insurance	17 50
Interest on Deposits	145 50	Charges, Commissioner's Fees	300 00
Interest on Debentures	557 20	Lights, Buoys and Beacons	324 91
City Allowance for Buoys	100 00	Repairs, at Queen's Wharf, &c.	2,302 32
		Printing and Stationery	62 29
		Dredging	4,753 61
		Office Expenses and Rent	596 35
		Salaries	2,540 00
		Cash in Bank	5,906 00
		Cash on Hand	11 24
	$16,970 53		$16,970 53

Audited and found correct.

S. BRUCE HARMAN,
SYDNEY H. JONES,
Auditors.

Toronto, January 4, 1906.

COMPARATIVE STATEMENT.

GOODS arrived at Port of Toronto during the years 1905-6.

Description of Goods.	1905.	1906.
General Merchandise ... tons	42,758	48,138
Coal, Hard and Soft ... "	182,453	162,502
Lake Stone ... toise	3,415	3,157
Fruit in packages ... bbls.	1,327	576
" ... crates	18,873	45,539
" ... baskets	273,566	244,924
" ... bags	1,460	523
Ice ... tons	6,317	10,400
Paving and Fire Bricks	6,371	7,741
Grain ... bushels	18,000	14,700
Horses, Carriages and Cattle	201	254
Lumber ... feet B. M.	....	917,000
Oil in Bulk ... bbls.	18,073	15,694

Toronto Harbour Masters Fifty-sixth Annual Report.

To the Commissioners of the Harbour of Toronto:

Gentlemen,—I have the honour to submit my report for the year 1906.

Last winter was an exceptionally mild one, so ice did not form in the harbour until January 8th, of this year. The harbour was clear of ice on April 1st, having been frozen over 82 days, or 33 days less than in 1905.

The first vessel to arrive was the s.s. *Macassa*, Captain Coonep, on March 10th, with freight and passengers from Hamiltion. He got the hat. The last to arrive was the stone hooker, *H. M. Ballou*, Captain J. Johnston, on the 13th December, from Frenchman's bay. She had no cargo and was unable to proceed further than the Queen's wharf.

The number of vessels arriving this year is 3,406, or 74 more than in 1905. Below is a comparative statement of arrivals, viz.:—

	1905.	1906.	Increase.	Decrease.	Tonnage. 1905.	Tonnage. 1906.
Propellers, loaded......	446	457	11	..	212,553	203,878
" light.........	102	31	..	71		
Steamships, loaded.......	2364	2513	149	..	1,141,042	1,267,304
" light.........	...	2	2	..		
Sailing vessels, loaded ..	419	395	..	24	51,759	53,645
" " light......	1	8	7	..		
	3,332	3,406	169	95	1,405,859	1,524,827

The year commenced with a cash balance of $5,278.87. The receipts for the year amount to $11,691.66, making a total of $16,070.53. The expenses for the year were $11,053.29, leaving a cash balance of $5,917.24, or about $600 more than last year's balance.

The coal receipts for the year are as follows, viz.: Anthracite coal, 105,884 tons; bituminous coal 56,618 tons; in all 162,502 tons or 19,651 tons less than for 1905. There was a strike in the U.S. coal mines early in the spring, delaying shipments to Canada for some time, and that loss was never quite made up.

The total quantity of coal imported into Toronto by rail and vessel, as per returns from the government at Ottawa, is as follows, viz.: Anthracite coal, 559,571 tons; bituminous coal, 657,753 tons; in all 1,167,324 tons, a falling off of 95,694 tons.

The highest water for the year was 22 inches above zero, on July 6th, at the Queen's wharf gauge. The lowest water was 1½ inches above zero, on the 1st December. The average for the year was 13 inches above zero, or ¾ inches above the average for 1905.

The comparatively high water and the absence of any freshet in the River Don this spring, rendered dredging in the eastern part of the harbour unnecessary. Dredging was therefore confined to the western entrance, which was dredged to the rock, giving from 14 to 16 feet of water on the range course, and a foot less in the channel. Any subsequent shallowing. that has occurred in this channel, is to be attributed to the deposit from the Bathurst street sewer.

Total quantity of material removed was 19,376 cubic yards, at a cost of $4,753.61.

The light-houses were lighted at the Queen's wharf, for the first time in the spring, on April 1st, and were discontinued on December 14th.

The buoys were placed out on April 2nd, and taken up on November 11th.

The Queen's wharf was constructed in 1853. The upper part being a good deal out of repair, the commissioners decided to replace the wooden upper part with a more durable material, and during the summer, one hundred feet have been made of concrete at a cost of about $2,200. It is proposed by the commissioners to continue this work, year by year, until the whole upper part of the wharf is of concrete. The cribs below low water mark were, upon examination, found to be perfectly sound.

A deputation consisting of representatives from the City Council, Board of Trade and Harbour Commissioners, proceeded to Ottawa on December 12th with the view of impressing upon the Minister of Public Works, the necessity of deepening the western channel to 18 feet, so as to allow any vessel on Lake Ontario to enter this, the most important port of refuge on the north shore, at any time and under any stress of weather. The minister promised that an expert report would be made, with a view of having this work done by the government, as the Harbour Commissioners have no means for so expensive an undertaking.

The west end of the Queen's wharf showing signs of decay, the white lighthouse was moved a few feet forwards upon solid ground, but the movement was so made that no material change was made to the range course, which is N. E. by N. ½ N.

There are 88 vessels wintering in the harbour this year, viz.: 11 passenger steamers; 9 freight propellers; 11 schooners; 12 ferries; 7 tug boats; 8 steam launches and about 30 sailing yachts; in all, about 17,160 tons register.

Mr. J. G. Sing, C.E., the government engineer-in-charge, reports as follows, under date 31st December, viz.: 'Dredging operations have been carried on during the past season at the eastern channel, and some 70,000 cubic yards of material moved therefrom. The governing depth is now 16.6 feet. Fourteen hundred and sixty-five feet of close sheet piling has been constructed in the channel side of the east pier, commencing at the northerly end of the one thousand feet previously completed. The cribs are thus secured from danger of being undermined. The greatest depth of water will be found in mid channel.'

Mr. R. F. Stupart, Director, Meteorological Observatory, Toronto, reports as follows, viz.: 'During the season of navigation, sixteen storm warnings were displayed at the Toronto Storm Signal Stations, and in nearly every case a storm succeeded the warning issued. The two heavy gales on Lake Ontario were those which were experienced between the 27th and the 28th of October, and between the 21st and 22nd of November.

'Although, undoubtedly, the majority of mariners heed the storm signals, there are others who seemingly, do not, and one wreck, on the lake this season, with much loss of life, can be directly attributed to the disregard of storm-signal warnings.

'The storm-signal station at the Eastern Gap was put in operation at the opening of the season. A 70 foot mast was erected to carry the signals, which owing to their altitude and the open sky line, can be seen from a long distance in every direction. The lamps or night-signals are lighted by electricity.

'The Queen's wharf signal station is also maintained, as it was considered to the best interests of the shipping trade that it should remain. The lanterns here, however, are not lighted by electricity, as the current has not yet been carried to the vicinity.

'A true velocity of the wind blowing on the lake, can now be ascertained from the latest improved wind gauge,' which is installed at the Eastern Gap Fog Alarm building.'

The precipitation for the year 1906 is: Rain, 27.21 inches; snow, reduced to water, 3.77 inches; in all 30.98 inches, or .22 inches less than for 1905.

I am, gentlemen, your obedient servant,

COLIN WM. POSTLETHWAITE.

Harbour Master and Secretary.

COMPARATIVE STATEMENT of receipts and expenditures for the years 1904, 1905 and 1906.

Accounts.	Receipts.			Accounts.	Expenditure.		
	1904.	1905.	1906.		1904.	1905.	1906.
	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.
C. P. Railway Co.	4,000 00	4,000 00	4,000 00	Solicitor's Fees..	....	10 00	122 00
Harbour Dues...	6,756 69	7,369 97	6,888 96	Deputation to Ottawa..	......	....	25 40
Interest on Debentures..	557 20	557 20	557 20	Advertising for Tenders..	....	.....	9 00
Interest on Deposit	......	70 15	145 50	Fire Insurance ...	8 00	....	17 50
Water Works Dep	100 00	100 00	100 00	Commissioners and Auditor's Fees..	500 00	580 00	300 00
Rent of Boat-houses at Don...	5 00	4 00	5 00	Light, Buoys and Beacons...	267 26	141 50	324 91
				General Repairs..	31 30	260 45	2,302 32
				Printing and Stationery...	45 50	39 05	62 20
				Dredging........	4,239 90	5,573 86	4,753 61
				Office Expenses and Rent.........	549 78	594 03	596 35
				Salaries.........	2,000 00	2,539 92	2,540 00
	11,418 89	12,101 32	11,696 66		7,648 34	8,738 81	11,053 29

APPENDIX 3

REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE YEAR ENDING DECEMBER 31, 1906.

(UNDER THE AUTHORITY OF THE QUEBEC HARBOUR COMMISSIONERS' ACT, 1899.)

QUEBEC, January 2, 1907.

To the Honourable
L. P. BRODEUR,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of the Quebec Harbour Commissioners' Act, 1899, I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1906.

CHIEF ENGINEER'S REPORT.

The annexed report (marked 'A'), from the Chief Engineer, Mr. St. Geo. Boswell, conveys information in regard to all matters coming under his care in connection with the commissioners' properties, the various additions and repairs made to them, and the work of securing the dock wall under contract with Messrs. M. P. & J. T. Davis.

WHARFINGER'S REPORT.

The annexed report (marked 'B'), from the wharfinger, Mr. P. Flynn, gives the usual information regarding the traffic of the Louise docks during the year 1906.

HARBOUR MASTER'S REPORT.

The annexed report (marked 'C'), from the harbour master, Mr. J. C. Sullivan gives information in regard to the opening and closing of navigation in the harbour, formation of ice, &c.

PREMISES LEASED.

Renewals for one year of premises leased have been given to Messrs. E. M. Lennon & Co., Whitehead & Turner, Canadian Import Co., Madden & Son, Julien Lapointe, Jos. Gingras, T. Davidson & Co, A. R. Pruneau & Co., and J. S. Thom

Reynar's wharf, formerly occupied by the Quebec Coal Co., has been leased to the Department of Marine and Fisheries, and Store No. 11 and yard in the rear to Mr. J. B. E. Letellier, wholesale grocer.

REPAIRS TO PROPERTY.

Careful attention has been paid to the various properties of the commissioners, to maintain and bring them up to a first class condition.

Details will be found in the chief engineer's report.

SALOONS NEAR DOCKS.

The commissioners are pleased to note that the license commissioners have taken action on their recommendation and have refused to grant licenses to saloons in close proximity to the docks, thus taking a temptation out of the way of the sailors and the thousands of immigrants who are arriving there during the season of navigation.

SECURING DOCK WALLS.

The work of securing the dock walls, necessitated by the accident in 1905, the contract of which was awarded to Messrs. M. P. & J. T. Davis, has been progressing favourably, the work in the inner basin being nearly completed. A supplementary contract, involving a further expenditure of about $200,000, for the balance of the work in the outer or tidal harbour, has been awarded to Messrs. M. P. & J. T. Davis, and it is hoped that the whole work of securing the dock wall will be completed early in 1908. This work not only will secure these walls, but give the increased depth of water, now so much required.

SECURING CROSS WALL.

This work which has to be done by day work and carried on during the winter months, was commenced in January, 1906, and considerable progress made. Work will go on during the winter of 1907, and it is expected it will be completed in 1908. The cost will be about $50,000.

GRAVING DOCK ACCOMMODATION.

The commissioners being impressed by the necessity of increased graving dock accommodation at Quebec, to meet the needs of the St. Lawrence trade, on the 6th of September passed the following resolution, which was forwarded to the honourable the Minister of Public Works, and the members of the Dominion government.

Resolved:—That the Quebec Harbour Commissioners respectfully bring to the attention of the honourable the Minister of Public Works, the inadequacy of the Graving Dock accommodation in the Harbour of Quebec to meet the requirements of the St. Lawrence trade.

That the graving dock at Lévis, with an entrance of 62 feet, does not permit steamers of recent construction which are now performing this service, to dock.

The following steamers are on the St. Lawrence service :

Empress of Britain	65 feet beam.
Empress of Ireland	65 " "
Victorian	60 " "
Virginian	65 " "

Other steamers now performing service between England and the North American ports are 75 feet and upwards. The new Cunard steamers now under construction are 88 feet. H. M. S. *Dominion* recently in our port, and which required to dock, had a beam of about 80 feet. None of the above-named steamers could enter the Lévis graving dock for repairs.

It is therefore most urgent, that suitable docking accommodation should be provided at as early a date as possible.

The Quebec Harbour Commissioners would respectfully point out that, in event of any accident to those steamers the situation would be serious, and this may, to some extent be the cause of the continued high rates charged by the insurance companies, as permanent repairs could not be made anywhere in the St. Lawrence.

The Quebec Harbour Commissioners would therefore respectfully but urgently press upon the honourable the Minister of Public Works, the necessity of the immediate construction of a graving dock, in the Harbour of Quebec, and as the dock, if commenced at once, could not be available for steamships sooner than 1910, and as it will be national in its character, serving the whole shipping trade of the Dominion of Canada, it should have an entrance of 100 feet, which would be able to give the necessary accommodation to the steamers now and in the future frequenting the St. Lawrence.

The commissioners would further respectfully submit to the honourable the minister, the dimensions of three of the principal European graving docks, viz.:—

Canada graving docks, Liverpool, length 925 feet, width 94 feet.
Southampton graving docks, Liverpool, length 860 feet, width 90 feet.
Bremenhaven graving dock, Germany, length 741 feet, width 92 feet.

HARBOUR IMPROVEMENTS.

In view of the constant and increasing demands for better accommodation in the Harbour of Quebec, the commissioners, by a memorial of date, November 19th, addressed to the Right Honourable the Premier, made the following recommendations :—

1st. That the river face of Pier No. 1, is now being utilized by the Canadian Pacific Railway Co., for the berthing of their Empress steamers, and has proved to be of the greatest possible service not only to the Harbour of Quebec ; but the commissioners venture to think to the whole Dominion, as owing to the existence of this pier these large vessels have been afforded a suitable berth, and the Canadian Pacific Railway Company have been able to divert a large amount of traffic to the St. Lawrence route. They are already complaining of lack of accommodation which the completion of of Pier No. 1, will meet when both sides of the pier are available in place of only one as at present.

The commissioners understand that other steamship companies intend placing large passenger and cargo boats on the St. Lawrence route.

These vessels will require accommodation of the same kind as that now provided for the Empress boats. In view of this fact, the commissioners consider that Pier No. 1, as shown on plan 323, should be completed at the earliest date, so that, when the Canadian Northern and other railways now under construction reach Quebec, the harbour accommodation required for the steamship connections will be in readiness.

2nd. The construction of a cribwork retaining wall along the south side of the river St. Charles from the Quebec and Lake St. John Railway Company's cribwork to Flood's wharf, as shown in the submitted plan R 322, between the points K and M, and to fill in the contained area, the whole for the purpose of giving the railway companies better access to the Louise docks.

3rd. To widen the breakwater on the inside face, as shown on plan R. 323.

This would provide a deep water berth on the inside face of this pier, and would furnish much needed additional quay surface.

LEGAL ADVISER TO COMMISSIONERS.

At the meeting of the commissioners held on the 5th of March, Mr. C. Edouard Dorion, K. C., was appointed joint legal adviser, with Mr. J. A. Lane, advocate, the appointment dating from the 1st of March.

EXPENDITURE ON CAPITAL ACCOUNT.

The expenditure on Capital Account during the year has been $180,851.23.

Particulars of this expenditure will be found in a statement accompanying this report.

Under the provisions of 62-63 Vic., chap. 34, section 4, the commissioners have received on account of capital account from the Dominion government, $156,859.71.

REVENUE AND EXPENDITURE.

The revenue of the commissioners for the year 1906 has been $100,899.62, an increase of $8,269.37 over that of 1905, and the expenditure $83,502.57, leaving a surplus of $17,397.05 over the working expenses and interest on $50,000 of First Preference Bonds.

ICE CUTTING.

During the winter of 1905-1906, 80,737 blocks of ice have been cut for local use.

Care has been taken that all the ice cut for domestic purposes is perfectly pure, and taken from localities in the harbour that had been selected after an analysis of the ice had been made.

To this report are annexed the various statements conveying the information yearly forwarded to your department, in connection with the harbour, as also a complete statement of the commissioners' accounts for the year.

I have the honour to be, sir,

Your most obedient servant,

JAS. WOODS,

Secretary-Treasurer.

A

HARBOUR ENGINEER'S OFFICE.

QUEBEC, 2nd January, 1907.

JAMES WOODS, ESQ.,
Secretary-Treasurer,
Harbour Commission.

SIR,—I have the honuor to submit, herewith, the following, with reference to the various works in connection with the maintenance and improvement of the Harbour of Quebec, executed by this department during the year 1906.

CONTRACT WORK.

Messrs. M. P. & J. T. Davis, the contractors for the construction of a new quay front to the Louise Embankment in the wet dock, and for 322 feet of new frontage in the tidal harbour, have made satisfactory progress with this work.

The substructure for the wet dock frontage has been completed, with the exception of 141 feet; the cribwork structure block for this length has been completed, and will be put in place early next spring. The superstructure in the wet dock, has been completed for a length of 900 feet, and the back filling has been brought up to the same point. One of the substructure cribwork blocks for the tidal harbour frontage, is now complete, ready for sinking, and the second one has been built up to a height of 12 feet.

CROSS WALL STRENGTHENING

The work of placing tie rods in the cross wall was begun in January last, and 14 rods were put in place; in addition to this 61 two inch holes have been drilled through the masonry walls ready for the placing of rods during the present winter; this work had to be discontinned in April, so as to permit of the surface of the cross wall being restored to its original condition, and made ready for the season's business.

GENERAL WORK.

The commissioners' dredge was employed during the early part of the past summer, by the contractors for the new quay front, for the purpose of preparing the foundations for the wet dock cribwork blocks; and was also employed by the Great Northern Elevator Company, for removing silt which had accumulated over and blocked the suction pipe furnishing water to the elevator engine.

The Nova Scotia Steel & Coal Co., moved their discharging plant out to the new dock face, in the latter part of June, and berthed the first vessel at it on the 9th of July.

To make connection with the Canadian Pacific Railway's lines to the north of gas works, a new railway track has been laid down for a length of some 500 feet, from the embankment main line to the boundary of the commissioners' property at Ramsay street.

Owing to the number of ballast trains brought down over the commissioners' tracks, for the purpose of furnishing material for the breakwater extension, and to the increase in the number of passenger and freight trains, due to the berthing of Empress boats at the breakwater, the traffic on the main line has been somewhat congested, and will soon have to be relieved by the construction of an additional railway line; this, however, cannot be done, until the wing of the Terminal Company's brick building has been removed.

A part of the site formerly leased to the Great Northern Railway Co., has been leased as a coal yard to the Quebec Coal Co. The weigh house has been removed from Reynar's and installed near this site for the use of the Quebec Coal Co., and other dealers having coal on the Embankment.

The northern section of the old immigration buildings on the breakwater, has been taken down, a landing shed for the reception of passenger's baggage, erected in its place, and four additional arc lamps have been installed, in connection with the landing shed, at this berth.

An office has been placed in Shed No. 18, in substitution for the one in the demolished section of the old immigration buildings.

The part of the Embankment, north of the roadway, has been divided up into numbered sections in order to facilitate the location, and storing of lumber, &c.

As vessels berthed at the breakwater extension obscured the red range light at high tide, this light shall be temporarily increased in height.

A metallic tower of the required height, is now being constructed by the Department of Marine and Fisheries, to take the place of the present temporary arrangement.

To reduce the insurance premiums of the various buildings of the commission, brick chimneys have been placed in all the offices connected with the sheds and stores.

The sheds Nos. 13, 14, 18 and 22 have been painted, and roadways and railway tracks, generally, kept in a good state of repair

The building store No. 11, situated on Dalhousie street, has been fitted up as a wholesale grocery establishment, to meet the requirements of Messrs. J. B. E. Letellier, to whom it has been leased.

To form a berth for the ss. *Savoy* at the southern face of Atkinson's wharf, a portion of the pond between this and Marmette's wharf has been dredged out, and the face of the wharf put in a state of repair.

A part of the store No. 5, on the East India wharf, has been taken down, as it was in a dangerous condition, and the additional wharf surface thus made available, has been planked over and put in a condition to receive cargoes of coal.

The roof of shed No. 1, has been sheathed with galvanized iron, and the building No. 8, painted, minor repairs have been made to the other wharfs and buildings belonging to the commission.

The entrance gates to wet dock were not opened for the morning tide on September 12, the tide not having risen sufficiently for the purpose.

The Cross Wall draw bridge was operated for the first time the past season on the 16th of April, and for the last time on December the 6th.

The water was retained in the wet dock for the first time on May 7; and the last time on December 3, on which date the gates were allowed to remain open, and were secured for the winter.

I have the honour to be, sir,

Your obedient servant.

St. GEO. BOSWELL,
Chief Engineer.

B

Quebec Harbour Commissioners' Office.

Quebec, January 2, 1907.

James Woods, Esq.,
Secretary-Treasurer,
Quebec Harbour Commissioners.

Sir,—I have the honour to submit the following with reference to the traffic of the St. Charles docks and wharfs, showing the number of vessels, their registered tonnage, amount and description of cargo landed and shipped from those docks during the season of 1906 :

Inwards 294 vessels, 1,168,310 tons register.

23,654	tons	general cargo.
3,714	″	cement.
11,976	″	salt.
7,517	″	grain.
2.575	″	molasses.
1,026	″	earthenware.
1,213	″	bricks.
3,259	″	railroad iron.
114,458	″	coal.

Outwards 95 vessels 308,233 tons register.

13,466	tons	general cargo.
16,186	″	pulp and paper.
4,405	″	grain
862	head	of cattle.
2,125	tons	of asbestos.
18,521	P. S.	of lumber.
15,523,340	feet	B. M. timber.

ANTHRACITE COAL TRAFFIC.

101 barges landed 26,112 tons coal.

LOWER PORT STEAMERS.

41 vessels 9,749 tons register.
Landed 419 tons general cargo.
Shipped 1,961 tons general cargo.

VESSELS IN DISTRESS USING THE DOCKS.

SS. *Coronel* touched bottom at Belle Isle, came into basin to be surveyed was found to be all right and proceeded to Three Rivers to load.

SS. *Cervona* grounded at Anticosti, came back to Louise Basin to be surveyed, having been found seaworthy, proceeded on her voyage.

SS. *Athenia* grounded at Cap à la Roche on her way down from Montreal, came into Louise Basin to be surveyed, found to be all right and proceeded to sea.

SS. *Polino* grounded at Goose Island; after having been floated came up to the Louise Basin; after having landed the balance of her coal went to the dry dock to be repaired, and then came back to the Louise docks to winter.

SS. *Kensington* grounded at Matane; after having been floated up to breakwater, where she discharged a part of her cargo; being surveyed proceeded to Montreal to land the balance of her cargo, came back and went into graving dock; after being repaired came into the Louise dock, loaded cargo and proceeded to sea.

During the past season the different ocean mail steamers landed 112,000 passengers at the immigration station, Louise docks, who were forwarded to their future homes by the different railway companies.

No record has been kept of cabin passengers.

There are wintering in the Louise docks 25,000 Q. S. of lumber, besides coal, railway ties, &c., &c.

During the year, spaces were rented at low rates for storage of coal landed and removed from the water front.

The surface traffic has required the employment of 8,219 cars, being an increase of 1,648 cars over last year.

There are stored in the different freight sheds, salt, cement, &c., &c., which the owners are oblidged to remove before the opening of navigation, viz.:

1,878 tons cement.
750 " coal.
718 " salt.
414 squares lumber.
350 tons hay.

The Dominion Coal Company have 13,000 tons coal stored on space rented to them, and the Nova Scotia Coal and Steel Company 4,000 tons coal on their space.

The docks are occupied during the winter by a large number of vessels of various tonnage, where they find safe quarters until the opening of navigation.

I have the honour to be, sir,

Your most obedient servant,

P. FLYNN,
Wharfinger.

NOTE.—The partial filling of the breakwater extension by the Canadian Pacific Railway Company has required 4,453 carloads of filling material, aggregating 100,074 cubic yards.

The above cars are additional to the 8,219 cars used for surface traffic on the docks.

C.

QUEBEC HARBOUR COMMISSIONER'S OFFICE,
QUEBEC, January 2, 1907.

JAMES WOODS, Esq.,
Secretary-Treasurer, Quebec Harbour Commissioners,
Quebec.

SIR,—I have the honour to submit the following with reference to the harbour, for the year 1906.

Navigation was open in the harbour all winter.

Tugs were working in the Louise dock up to December 7.

Bat. schooner, *Caron* arrived from Lower St. Lawrence under sail on April 4.

Government ss. *Druid* left Louise basin on April 6.

Bat. schooner *Caron*, for Lower St. Lawrence, under sail with general cargo, on April 13.

Schooners *Marie Elmira* and *Florida*, first schooners from Lower St. Lawrence, arrived in the harbour on April 14.

SS. *Savoy*, first outward steamer with passengers and freight, left the harbour on April 16 for Lower St. Lawrence.

The ice bridge connecting the Island of Orleans with the north shore broke up on April 17.

The ice in the wet dock and tidal basin broke up on April 17.

Anticosti lightship No. 15 left for tidal basin on April 18.

SS. *Campana* and SS. *Polino* left for Montreal on April 19.

SS. *King Edward* left the harbour with passengers and freight for Lower St. Lawrence on April 20.

First Richelieu and Ontario Navigation Company, *Chicoutimi* left for the Lower St. Lawrence on April 23.

SS. *Scottish Hero*, first steamer from sea with coal cargo, arrived in the harbour on April 24.

All pontoons were placed in the harbour on April 23.

Lake and Cap Rouge ice passed down on April 16 and 17.

Government mail tender left for Lower St. Lawrence on April 23.

First passenger boat of the Richelieu and Ontario Navigation Company from Montreal, *St. Irénée* arrived in the harbour on April 24, and made her return trip the next evening.

The first Royal Mail and passenger steamer, *Parisian* arrived in the harbour on April 30.

During the month of August the French warships *Le Desaix* and the *Jurien de la Gravière*, H.M.S. *Dominion*, and the German gunboat *Panther* arrived and anchored in the harbour.

No ballast was discharged in the harbour during the past season.

In addition to the routine work of the harbour and the office, four hundred and thirty-one (431) ocean sea-going vessels have been berthed in the Louise docks, breakwater and Point Carcy wharfs.

The limits of the clear water space (forbidden anchorage) are indicated at night by red lights, and in day time by sign boards on both sides of the river.

The last ocean Royal Mail steamer *Empress of Britain* (Canadian Pacific Railway Co.), left the harbour with passengers and mails, on November 16.

The Richelieu and Ontario Navigation Co. steamer, *Tadoussac* made her last trip from the Saguenay on November 27.

SS. *Murray Bay* of the Ontario and Richelieu Navigation Co., made her last trip from Quebec to Montreal on November 27.

SS. *Deramore*, last freight steamer, left the harbour on November 30.

The last passenger and freight steamer, ss. *Kensington* left the Louise Basin on December 2.

SS. *Restigouche* arrived from Lower St. Lawrence and went into winter quarters on December 2.

The last freight steamer ss. *Deramore* left Port Malbaie on December 2.

The ice in the wet dock formed on December 5.

The ice in the tidal basin formed on December 7.

The ice in the St. Charles formed on December 11.

The ice bridge connecting the Island of Orleans and the north shore formed on December 11.

Notices have been posted in suitable localities, warning parties from discharging rubbish of any kind in the river, and every precaution is being taken to prevent any violation of the regulations of the commissioners in that respect.

I have the honour to be, sir,

Your obedient servant,

JAS. G. SULLIVAN,

Harbour Master.

QUEBEC HARBOUR COMMISSIONERS.

EXPENDITURE on capital account during the year 1906.

	$ cts.	$ cts.
Office furniture		300 00
Tools Account		890 42
Cold Storage Warehouse		110 67
Securing Dock Walls :		
M. P. & J. T. Davis :		
Account contract	150,540 79	
Sundries	22,318 11	
		172,858 90
Atkinson's Wharf Store No. 11		3,001 75
St Charles Docks and Wharfs		2,689 49
		180,851 23

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1907.

JAS. WOODS,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION.

COMPARATIVE STATEMENT of the revenue of the Quebec Harbour Commissioners for the years 1905 and 1906.

—	1905	1906	Difference in 1906.	
	$ cts.	$ cts.	$ cts.	
Tonnage Dues	9,931 74	12,100 26	2,168 52	Increase.
Import "	5,333 31	5,803 40	470 09	"
Export "	3,050 99	2,804 23	246 76	Decrease.
Harbour "	2,255 67	2,517 06	261 39	Increase.
Earnings of Docks, Wharfs and Stores	65,638 01	71,263 86	5,625 85	"
Cold Storage	5,096 43	5,227 58	131 15	"
Beach and Deep Water Lots	1,137 39	1,161 73	24 34	"
Interest	164 71	....	164 71	Decrease.
Sundries	22 00	21 50	50	"
	92,630 25	100,899 62	8,269 37	Increase.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1907.

JAS. WOODS,
Secretary-Treasurer.

Dr. REVENUE AND EXPENDITURE. Cr.

1906.		$ cts.	$ cts.
Dec. 31	To Tonnage Dues	12,100 26	
	Import "	5,803 40	
	Export "	2,804 23	
	Harbour "	2,517 06	23,221 95
	To Properties Earnings:		
	St. Charles docks and wharfs and stores under lease	57,418 38	
	Due by and charged to the Department of the Interior for ground occupied for immigration purposes	13,845 48	71,263 86
	Cold store and warehouse No. 1		5,227 58
	Beach and deep water lots		1,161 73
	Sundries		21 50
			100,899 62

1906.		$ cts.	$ cts.
Dec. 31.	By Administrative and engineering staff, salaries and fees		12,371 73
	Legal expenditure		771 50
	Notarial expenditure		115 50
	Miscellaneous expenses, printing, stationery, harbour master, general labour and other expenses		5,761 79
	Property expenditure, taxes, insurance, repairs and the maintenance of the docks, wharfs and stores		41,318 44
	Cold storage expenses		7,436 41
	Commissioners' dredge, maintenance of dredging		1,285 39
	Beach and deep water lots, expenses 1906		181 25
	Interest		247 56
	Sundries		13 00
	12 months' interest to the 1st January, 1907, on first preference bonds		14,000 00
	By balance composed as follows: Surplus receipts from Customs and earnings of docks, wharfs and stores over working expenses and interest on bonds	3,551 57	
	Due by and charged to the Department of Interior for ground occupied for immigration purposes	13,845 48	17,397 05
			100,899 62

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 2, 1906.

JAS. WOODS,
Secretary-Treasurer.

BALANCE SHEET OF DECEMBER 31, 1906.

DR	$ cts.	$ cts.	CR.	$ cts.	$ cts.
To Office furniture		4,212 12	By Quebec harbour debentures		3,612,802 42
Amount at debit grantees, beach and deep water lots		38,955 68	Dominion Government under 62-63 Vict., chapter 34		210,859 71
Amount at debit 'sundries' for rents, wharfage, &c		21,405 50	First preference bonds		353,000 00
Unsettled claims against the Dominion Government		292,410 91	Receiver General		43,380 00
Cold storage accounts		2,391 90	Cold storage shareholders		20,000 00
St. Charles docks and wharfs	4,099,856 87		La Banque Nationale		4,995 32
East India wharf	48,896 64		Beach and deep water lots		54,523 73
Grand Trunk wharf	15,740 26		Profit and Loss		645,514 58
Wellington wharf	86,945 39				
Atkinson's wharf	55,104 95				
Reynar's wharf	9,918 29				
		4,315,462 40			
Securing dock wall:					
M. P. and J. T. Davis	179,320 33				
Sundries	34,640 86				
		213,961 19			
Cold storage plant		25,456 94			
Commissioners' dredge		10,714 49			
New deck scow		2,830 38			
Pile driver		527 66			
Material on hand		602 00			
Cash on hand		2,533 18			
Landing shed breakwater		2,419 66			
Jackscrews' account		394 87			
Anchor		264 38			
Tools		5,347 68			
Bills receivable		1,159 11			
Suspense account		2,935 71			
		4,944,985 76			4,944,985 76

QUEBEC HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 2, 1907.

JAS. WOODS,
Secretary-Treasurer.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commissioners to the 31st December, 1906, and that the balance sheet is correct.

A. J. MESSERVEY,
J. B. LEBRUN,
} *Auditors.*

QUEBEC, DECEMBER 31, 1906.

STATEMENT of Assets and Liabilities per Balance Sheet of Date.

ASSETS.	$ cts.	$ cts.
Real Estate—		
St. Charles docks and wharfs	4,099,856 87	
East India wharf	48,896 64	
Grand Trunk "	15,740 26	
Wellington "	86,945 39	
Atkinson's "	55,104 95	
Reynar's "	9,918 29	
		4,316,462 40
Cold storage plant		25,456 94
Securing dock walls—		
Preliminary repairs and expenses	10,736 46	
Cross wall bolting	18,946 43	
Dock wall contract contingencies	4,957 97	
M. P. and J. T. Davis 'contract'	179,320 33	
		213,961 19
Commissioners' dredge		10,714 49
Deck scow		2,830 38
Pile driver		527 66
In *re* Beach and Deep Water Lots—		
Capital debit 'sundries'	31,729 24	
Arrears of rental to 24th June	7,226 44	
" 24th Dec.	797 68	
		39,753 36
Cold storage accounts		2,391 90
Rents, wharfage, &c.—		
Sundries as per balance sheet	21,405 50	
Rentals for November and December	2,138 03	
		23,543 53
Dominion Government 'unsettled claims'		292,410 91
Cash "on hand"		2,533 18
Landing shed 'breakwater'		2,419 66
Material 'on hand'		602 00

LIABILITIES.	$ cts.	$ cts.
Quebec harbour debentures	3,612,802 42	
Dominion Government under 62-63 Victoria, chapter 34	210,859 71	
First preference bonds	350,000 00	
Capital	300 00	
Interest to 1st January	43,380 00	
Receiver General	20,000 00	
Shareholders Quebec Cold Storage Company	4,905 32	
La Banque Nationale, overdraft		4,244,947 45
Surplus composed as follows :—		
Beach and deep water lots	54,523 73	
Profit and loss	645,514 58	
		700,038 31

Office furniture		4,212 12			
Jackscrews		394 87			
Anchors		264 38			
Tools		5,347 68			
Bills receivable		1,159 11			
		4,944,985 76			4,944,985 76

Memo.—The arrears of interest due to the Dominion Government is not included in this statement.

Harbour Commissioners' Office,
Quebec, 2nd January, 1907.

JAS. WOODS,
Secretary-Treasurer.

We hereby certify that we have examined the statement of assets and liabilities of the Quebec Harbour Commissioners and we find same, in all particulars, the true position of the Trust, at that date.

ALEX. J. MESSERVEY, } *Auditors.*
J. B. LEBRUN.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, February 9, 1907.

To the Chairman and Commissioners,
Quebec Harbour Commission,
Quebec.

GENTLEMEN,—We have the honour to inform you that we have examined the books and vouchers of the commission for the year ending 1906, and beg to report that we found same correct and in good order.

Mr. Woods, the secretary-treasurer, gave us all facilities in making the audit.

We have the honour to be, gentlemen,

Your obedient servants,

A. J. MESSERVEY,
J. B. LEBRUN,
Auditors.

APPENDIX 4

REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS FOR THE YEAR ENDING DECEMBER 31, 1906.

THREE RIVERS, P. Q., June, 15.

To F. Goudreau, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR.—I have the honour, by the direction of the Harbour Commissioners of Three Rivers, to forward herewith, for the information of the Honourable the Minister of Marine, statements of receipts and disbursements of the commission for the year ended 30th December, 1906. Also a synopsis of the operation and a comparative statement of navigation of the port during the same year.

Yours respectfully,

GEORGE BALCER, *Secretary.*

THREE RIVERS HARBOUR COMMISSIONERS, REPORT FOR THE YEAR 1906.

COMMISSIONERS:

P. A. Drolet, Esq., Chairman.

Henry E. Hart, Esq.	Jos. L Fortin, Esq
P. A. Gouin, Esq.	F. S. Tourigny, Esq.

Geo. Balcer, Secretary.

Disappointed again by the unfortunate delay in the construction of the new harbour works, the season of navigation 1906, not more than its predecessor, could meet—as far as ocean traffic is concerned—the expectation we so confidently relied upon. Not that the volume and value of our transactions suffered any reduction, by no means; they are steadily on the increase; but on account of the persistent lack of proper accommodation and reduced wharf-space, none of our contemplated projects could yet be introduced, and the products of our field and farms, our industrial establishments continued keeping shy of our port. Even part of the lumber of our Three Rivers mills for export by sea and most of the raw-material and coal for our manufactures had again to resort to round-about means to reach their destination.

The results of such a situation are easily foretold: they cannot, at length, avoid being disastrous. And so it came that no more than 49 steamers entered our port in 1906, the lowest figure for many years, against an average of 80 for the last decade and a hundred and over, two and three years ago.

No doubt the decrease, of late, in the export of lumber to the English market, continued a leading factor in the decline of our shipping; for 26 steamships only, carrying but 21,500,000 feet lumber, against 47 and 31,000,000 feet in 1905, and a far larger proportion in former years, registered last season and completed, with but one single cargo of cattle, our direct export by sea.

Our imports did not fare better. Coal did not come up to the quantity expected, as the Dominion Coal Co's. temporary wharf-space does not allow bringing in the full supply. Other companies were simply forced to keep out altogether. Consequently, but 55,000 tons of coal, 8,500 tons of sulphur, 2,240 tons pig iron and a few smaller parcels, made up the list of direct imports in 1906.

If our ocean traffic showed such a serious falling off, the traffic by water between our port and the United States firmly held its own. Although canal boats show a reduction in number, the introduction of steam barges of greater capacity largely compensates the difference :—the tonnage in 1905 was 84,000, the highest on record, while in 1906 it figured over 96,000 tons.

The quantity of lumber carried by boat, which reached, in 1905, the already respectable figure of 23 million feet, exceeded, in 1906, by 50 per cent our total export to Great Britain, and by over 45 per cent the last export to the States ; *i.e.* more than 33 million feet. Consequently, making up with the shipments by rail—not only a full average—but exceeding any quantity of lumber ever shipped by our firms to both the English and the United States markets ; viz , from 50 to 60 million feet.

Pulpwood by boat from Three Rivers came up to 55,000 cords ; with the quantities shipped from the surrounding mills and by rail, the total exports exceed by a good deal the shipment of former years. The same with other exports : for according to consular reports, the total value of our direct export to the United States reached in 1906 $1,500,000, the highest amount ever attained.

The temporary shrinkage in our marine operations, due to peculiar local circumstances, fortunately does not affect, as already mentioned, the regular development of the trade, nor the healthy condition of our economic situation. The output of our mines and manufactures, the products of our forests and mines, the demand for machinery, raw material, &c., are constantly progressing. We need only glance at the returns of our customs. The revenue collected at Three Rivers in 1906 was $126,709, an increase of $44,600 over 1905. Compared with the revenue of 1896, which amounted exactly to $26,600, we can easily draw a conclusion.

A further redeeming feature to the disappointment of the moment is the fact, that early in November, the concrete walls of the new wharf were all completed, leaving merely part of the filling-in of the ground in rear and the laying of side tracks to hand over for traffic an additional 2,000 feet frontage with a depth of 30 feet and nearly 500,000 feet top wharf ; *i.e.* four berths for the largest steamers and space for handling any amount of freight or storage.

On December 31, the railway between Three Rivers and Shawinigan Falls was inaugurated.

Thus two long desired wants have, at last, been satisfied.

THREE RIVERS, March 12, 1907.

GEORGE BALCER,
Secretary.

STATEMENT of Number and Tonnage of Steamers entered outward and inward of the port and outports of Three Rivers, for the year ended 1906.

OCEAN TRAFFIC.

Return of Vessels Inward.	No.	Tons.	Return of Vessels Outward.	No.	Tons.
Total arrivals, steamers	49	95,874	Total departures, steamers	49	95,874

PORT OF THREE RIVERS.

Nationality.	No.	Tons.	Cleared for, via.	No.	Tons.
British	33	67,930	Inland ports.	20	30,202
Norwegian	11	19,770	British ports (direct)	71	45,964
Danish	1	2,585	London and Antwerp.	5	14,643
Canadian	1	524		46	90,809
	46	90,809			

LAKE ST. PETER : PIERREVILLE-LOUISEVILLE.

British	1	2,470	British ports	1	2,470

OUTPORT : BATISCAN.

Norwegian	2	2,595	British ports	2	2,595

UNITED STATES TRAFFIC.

	Number.	Tons.
Port of Three Rivers, United States Canal boats	551	55,460
" " steam barges	31	15,591
Outports of Three Rivers, Canal boats and barges	250	25,550
	832	96,601

INLAND TRAFFIC-

Bateaux not registered	48	
Schooners and barges	140	20,463
Tugs and steamboats	140	20,595
(Exclusive of Richelieu and Ontario Navigation Co. local craft and market boats.)	328	41,058

RECAPITULATION.

Ocean traffic	49	95,874
United States traffic	832	90,601
Local traffic	338	41,058
Grand total	1,219	227,533

HARBOUR COMMISSION OF THREE RIVERS.

Receipts and Disbursements for the Year 1906.

Months.	Collection of Harbour Dues.									Proceeds From		
	Commissioners Office.					Custom House.						
	Tonnage dues on vessels.	On goods.		Commutation.	Rent of wharf and moorage.	Tonnage dues.	On goods.		Moorage dues.	Sale of Debentures.	Notes Issued.	Other Sources.
		Inwards.	Outwards.				Inwards.	Outwards.				
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
January										5,500 00	*	5,178 91
February												
March												
April	6 63				3 00							
May	25 02			1 50	7 30							
June	20 42		0 75	25 00	6 40					1,500 00		
July	25 81	6 75	7 29	100 00	38 40	500 00	1,000 00	1,000 00		3,000 00	2,464 97	
August	11 73			25 00	4 55	1,000 00	1,000 00	500 00				†425 47
September	47 57	13 58	10 86		16 30							
October	23 59	126 21			6 50	500 00	500 00	1,000 00				
November	24 91				141 50							
December	395 03	74 06	867 96	660 00	165 50	1,248 68	2,375 01	833 82	697 25	1,500 00		
	580 71	220 60	886 86	811 50	389 45	3,248 68	4,875 01	3,333 82	697 25	11,500 00	2,464 97	5,178 91

* Deposit in bank and cash. † Not to be counted as cash.

HARBOUR COMMISSION OF THREE RIVERS.

RECEIPTS AND DISBURSEMENTS FOR THE YEAR 1906.

Months.	Expenses for Administration.						Disbursements Chargeable to						
	Current Expenses.	Salaries and Commissions.	Rent.	Printing and Stationery	Travelling and other expenses.	Refunds.	Engineer's Office.	Repairs and Gl. H. Expenses.	Construction Account.	Plants and Tools.	Property Account.	Interest Account.	Divers.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
January	62 19	190 00	60 00	7 70				33 75				4,352 10	*875 00
February	15 25	190 00						52 30					
March	38 64	210 00		2 50				41 13					
April	22 02	210 00	60 00	1 00				53 00	135 20				
May	77 17	240 00						86 15	76 83		1,763 55		
June	23 64	240 00						122 25	77 10		1,350 75		
July	98 18	240 00	60 00	139 50				94 00	40 65		1,740 39	4,548 80	962 53
August	16 65	240 00						106 97			1,116 64		
September	23 35	240 00		18 85				97 80	101 11				
October	14 40	240 00	60 00	26 00				98 20	18 25				†2,500 00
November	142 04	240 00	1 00					82 50	22 80				
December	45 80	604 65		1 00				69 85			517 75		
	579 33	3,084 65	241 00	196 55				937 90	472 04		6,489 08	8,900 90	4,337 53

* Sinking fund. † Note redeemed.

RECAPITULATION.

RECEIPTS.

COMMISSIONERS' OFFICE.			
Tonnage dues	$ 580 71		
Harbour dues inwards.	220 60		
" outwards.	886 85		
Commutation	811 50		
Rent of wharf and moorage	389 45		
		$2,889 12	
CUSTOM HOUSE.			
Tonnage dues	$3,248 68		
Harbour dues inwards.	4,875 01		
" outwards.	3,333 82		
Moorage		$12,154 76	
Total collection			$15,043 88
Proceeds from: Lumber supplied	$ 425 47		
Sale of debentures	11,500 00		
Note discounted	2,464 97		
Deposit in bank and cash, Jan. 1, 1906	5,278 91		
			$19,569 35
			$34,613 23

DISBURSEMENTS.

ADMINISTRATION.			
Current expenses	$ 579 33		
Salaries & commission	3,084 65		
Rent	241 00		
Printing & stationery	196 55		
		$ 4,101 53	
Repairs and general harbour expenses	$ 937 90		
Interest on debentures	8,900 90		
Sinking fund	1,837 53		
		$11,676 33	
Total expenses on revenue			$15,777 86
DISBURSEMENT ON CAPITAL.			
Purchase and construction of wharf sheds.			6,961 12
Note redeemed	$2,500 00		
Claim on debenture	961 12		
Deposit in bank and cash, Dec. 31, 1906.	8,413 13		
		$11,874 25	
			$34,613 23

APPENDIX 5

REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU, N.S., FOR THE YEAR ENDING DECEMBER 31, 1906.

PICTOU, NOVA SCOTIA, February 19, 1907.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—I have the honour of inclosing, herewith, copy of account of the Pictou Harbour Commissioners for 1906.

Your obedient servant,
HENRY G. IVES, *Secretary.*

THE PICTOU HARBOUR COMMISSIONERS, in account with H. G. Ives, Secretary.

1906.	*Dr.*		$ cts.	$ cts.
Jan. 16...	Commissioners expenses		10 00	
" 16...	J. Carson & Sons, account, lumber		10 20	
" 30...	Adam Carson, hardware		0 81	
March 7...	R. G. McKay, legal		4 52	
April 3...	Deposit Receipt No. 2957		2,573 38	
May 3...	Bushing West River		8 00	
" 5...	Ed. Cameron, puncheons for buoys		20 50	
" 9...	Wm. McLean, bushing channel to East river		10 00	
" 9...	Thos. Head, painting buoys		5 00	
" 16...	Deposit receipt No 3042		1,882 46	
" 21...	Repairs buoys, J. C. Redpath		5 00	
" 21...	SS. *Arcadia*, placing buoys		30 00	
June 25...	Deposit receipt		688 63	
July 6...	Joseph Graham		25 00	
" 6...	D. A. Barry, deals		5 70	
Sept. 6...	Repairs New Glasgow wharf		1,290 00	
Dec. 13...	SS. *Arcadia*, taking in buoys		35 00	
" 13...	Rod. Graham, bushing East river		26 00	
" 13...	Secretary's salary		100 00	
" 31...	Repairs, Market wharf, Pictou		2,743 48	
" 31...	" Abercrombie wharf		58 50	
" 31...	Balance in Bank of Nova Scotia		830 28	
				10,362 46
1906.	*Cr.*			
Jan. 1..	By Balance per account		449 40	
April 3...	Deposit receipt No. 2772	$3,049 40		
	Interest	23 55	3,073 38	
May 16...	Deposit receipt	$2,573 38		
	Interest	9 08	2,582 46	
June 25...	Deposit receipt	$1,882 46		
	Interest	6 17	1,888 63	
Aug. 6...	Deposit receipt	$1,312 05		
	Interest	26 95	1,339 00	
Dec. 14...	Deposit receipt	$688 63		
	Interest	9 12	697 75	
Dec. 31...	Deposited by collector of customs		331 84	
				10,362 46
1907.				
Jan. 1...	By Balance in Bank of Nova Scotia		....	830 28

HENRY G. IVES, *Secretary.*

APPENDIX 6

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY FOR THE YEAR ENDED DECEMBER 31, 1906.

North Sydney, N. S., April 29, 1906.

Col. F. Gourdeau,
Deputy Minister of Marine and Fisheries,
Ottawa,

Sir,—The Harbour Commissioners beg to hand you herewith a statement of receipts and expenditures for the year ending December 31, 1906. Also, please find inclosed, a report of the number of vessels that arrived during the year, at the Sydneys, and the coal shipments and importations of ore, &c., at the several piers in Sydney and North Sydney.

Navigation was practically open to North Sydney during the whole year. Nothing prevented steamers arriving and sailing.

Your obedient servant,

WM. HACKETT,
Secretary.

	Tons.
Coal shipments, 1096 :	
Dominion Coal Co., Ltd, International Pier, Sydney....	1,500,000
Nova Scotia Steel aand Coal Co., Ltd..............	429,288
Iron ore importations, 1906 :	
Dominion Iron and Steel Co., Ltd., Sydney................	518,516
Nova Scotia Steel and Coal Co., Ltd................	94,538

SHIPPING ARRIVING AT THE PORTS OF SYDNEY DURING THE YEAR ENDING DECEMBER 31, 1906.

	No.	Net tonnage.
Ocean steamers.................	842	1,237,778
Coasting steamers................	290	71,141
Barks..........................	5	4,129
Barkentines.....................	8	1,547
Brigantines.....................	6	1,052
Schooners......................	1,129	54,667
	2,280	1,370,314

Carrying crews of 61,265 men.

HARBOUR COMMISSIONERS' Statement of Receipts and Expenditure for the year ending December 31, 1906.

1906.	Receipts.	$ cts.	1906.	Expenditure.	$ cts.
Jan. 1	Balance on hand	1,222 30	April 19	Paid L. Petersen, repairing boat.	9 45
Mar. 31	Harbour dues to date 31st	226 90	" 19	1 ledger	50
May 31	" "	582 26	June 21	Telegraph account	5 18
Jan. 30	" "	483 19	" 23	H. Bond, labour, breakwater.	13 50
Aug. 31	" "	1,021 77	" 23	M. Morrison, "	6 75
Oct. 31	" "	925 51	July 3	Tug *Iona*	5 00
Dec. 31	" "	561 15	" 7	H. Bond, labour, breakwater.	9 95
			" 12	Jos. Sheon, harbour master	200 00
			Aug. 4	Henry Bond	18 90
			" 8	Telegram	25
			Sept. 5	M. W. Lawlor	300 00
			Oct. 6	Labour, harbour master order.	37 65
			Nov. 12	Acct. right of way to ballast ground	774 77
			" 17	Labour, harbour master order.	15 00
			Dec. 15	Acct. right of way to ballast ground	519 25
			" 24	'Record' Printing Co'y	16 50
			" 24	P. J. McDonald	400 00
			" 24	M. W. Lawlor	100 00
			" 24	Wm. Hackett	500 00
			" 24	Joseph Shean	300 00
			" 24	J. D. McNeil	10 00
			" 31	Joseph McPherson	190 05
			" 31	Rent	75 00
				Balance on hand	1,515 38
		5,023 08			5,023 08

Dec. 31—By balance on hand ......$1,515 38.

F. J. McDONALD,
M. W. LAWLOR,
WM. HACKETT,
Harbour Commissioners.

NORTH SYDNEY, C.B.
March 6, 1907.

APPENDIX 7

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE FOR THE YEAR ENDING DECEMBER 31, 1906.

BELLEVILLE, ONT., Dec. 31, 1906.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—The undersigned Harbour Master of the city of Belleville begs to submit the following report for the year 1906.

Navigation opened in Belleville Harbour on 16th day of April and closed on the 2nd day of December.

Import dues on	147	tons stone	$ 7	35
"	1,327½	tons mds	132	67
"	12,344	tons coal	1,234	40
"	1,334,000	ft. lumber	66	77
"	822,000	laths	20	01
"	94,000	shingles	2	82
"	1,265	cedar posts	1	58
"	1¼	tons cheese	0	12
"	278	tons clay	16	68
"	35	yds. gravel	1	75
			1,484	15

Expense for wood buoys, postage, &c			$ 8	68
Export dues on	18,000	brick	$ 0	90
"	25	telegraph posts	0	25
"	1,166½	tons mds.	116	64
"	93,171	saw logs, &c	385	37
"	596½	tons cheese	59	65
"	15,461	bush grain	19	11
"	45,000	shingles	1	35
			583	27

Dues collected during the season are as follows :

Total amount derived from imports	$ 1,484	15
" " exports	584	27
Total	$ 2,067	42

The amount of dues on imports has decreased ; the coal is 3,641 tons, and export dues, brick by 127,000. Cheese has also fallen off

All of which is respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

SYD. VANDERVOORT,
Harbour Master.

APPENDIX 8

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE YEAR ENDING DECEMBER 31, 1906.

Quebec, July 15, 1907.

F. Gourdeau, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to inclose you a report of the Quebec Corporation of Pilots from July 20, 1905, to January 1, 1907.

Charles F. Brown,	admitted	Sept. 21, 1852,	Pensioned	April 1, 1906,
Paul Pâquet,	〃	June 14, 1853,	〃	Aug. 17, 1905,
George Normand,	〃	July 4, 1854	〃	Aug. 16, 1905,
Numa Lachance,	〃	April 10 1855,	〃	May 1, 1906,
Cyprien Langlois,	〃	Oct. 24 1865,	〃	July 10, 1906,
Ephrem Chamberland,	〃	May 28 1869,	〃	Jan. 1, 1906,
D. Arthur Bouffard,	〃	April 7 1877,	〃	Oct. 24, 1906,
Nazaire Delisle,	〃	Nov. 7 1877,	〃	March 2, 1906,

Mr. Charles Pelletier, pilot on duty on board the bark *Magda* lost his life with all the crew in the storm of last November 16, 1906.

On March 26, 1906, and following days, all the pilots were examined on charts and compass, before Commander O. G. V. Spain. Every one went through satisfactorily, except three who failed, two of these, Messrs. Laurent Godbout and J. B. Tremblay, were declared physically unable to fulfil their duties.

During the season 1906, two pilots, Messrs. Adélard Vézina and William Dorion, had their license cancelled for life, for misconduct.

Mr. Edmond Larochelle, jun., was appointed superintendent of Quebec Pilots on May 1st, 1906.

ALFRED LAROCHELLE,
Superintendent of Quebec Pilots

Quebec, July 15, 1907.

BRANCH PILOTS FOR AND BELOW THE HARBOUR OF QUEBEC ACCORDING TO SENIORITY.

No.	Name.		Age	Residence.
1	Louis Edmond Morin, Director		69	Quebec.
2	Edmond Larochelle		64	St. Michel, Bellechasse
3	Adelne Pouliot		68	St. Laurent, Orleans.
4	Bart. Pepin dit Lachance	B. Dimond	62	St. John, Orleans.
5	Frs.-Xav. Delisle, office keeper		62	Quebec.
6	D. Eugène Boulanger		64	Montmagny.
7	Charles Normand	B. Dimond	61	Quebec.
8	Napoléon Rioux		62	〃
9	Ray. Baquet dit Lamontagne	C.P.R	62	Notre Dame, Levis.
10	Frs.-Xav. Lamarre		61	St. Valier.
11	Moïse Pouliot		59	St. John, Orleans.
12	Paul Glbeil		61	〃 〃
13	Chs. Alarie Raymond, director		59	Quebec.
14	Victor Vézina	Thompson L.	62	〃
15	L. B. O. Larochelle	Allan L	60	St. Michel, Bellechasse.
16	Chs. Hermie A. Bernier		62	〃 〃
17	Capt. Louis Robert Demers	"Campana"	61	Quebec.
18	Joseph G. Dupil	Allan L.	60	〃
19	Joseph Fortier		63	St. John, Orleans.
20	Nestor Lachance	Head L.	61	〃 〃
21	Joseph Lapointe		64	St. Laurent, Orleans.
22	Pierre Pepin dit Lachance	B. Dimond	58	Montreal.
23	Isidode Noël		57	St. John, Orleans.
24	Alfred Larochelle	C.P.R. L.	57	St. Michel, Bellechasse.
25	Théophile Corriveau	Carbray's Co.	60	Quebec.
26	Elzéar Godbout		59	〃
27	Pierre Gobeil		59	St. John, Orleans.
28	Théodule Pepin dit Lachance	B. Dimond	62	Montreal.
29	Achille Trefflé Simard	Head L	56	St. Joseph, Levis.
30	Narcisse Lavoie		58	St. Luce, Rimouski.
31	Joseph Emilio Couillard		56	Quebec.
32	Louis Albert Royer	Inter. Coal Co.	62	〃
33	Onésime Noël	Thompson L.	55	St. John, Orleans.
34	Napoleon Baillargeon		57	Quebec.
35	Frs.-X. Demeules	Manchester	55	St. John, Orleans.
36	Louis Honoré Lapierre		57	Notre Dame, Levis.
37	Jos. Eugène Lachance		53	Quebec.
38	J. Théophile St-Laurent	Dominion	56	〃
39	Joseph Victor Gourdeou	Carbray's Co.	60	St. Petronille, Orleans.
40	Louis Trefflé Delisle		53	Trois Pistoles.
41	J.-Bte. Couillard		56	Cap St. Ignace.
42	J. E. Bonaventure Lavoie		55	St. Anne.
43	Adjutor Baillargeon	Manchester.	53	Quebec.
44	Srmuel Rioux	Allan L.	54	〃
45	Charles Cctave Clavet	B. Dimond.	53	St. Michel, Bellechasse.
46	Paul Lachance, (suspended to the 1st July 1907).		51	Quebec.
47	Arcadius Jouvin		49	St. Luce, Rimouski.
48	Paul Lachance	Allan L.	52	Quebec.
49	Joseph Pouliot		51	St. John, Orleans.
50	Joseph Larochelle		50	St. Michel, Bellechasse.
51	Adjutor Lachance	C.P.R. L.	49	Quebec.
52	François Gaudreau	Head Line	56	〃
53	Arthur Kœning	Carbray's & Co	56	L'Islet.
54	Eugène Anctil		48	Quebec.
55	David Dumas		54	Notre Dame, Levis.
56	Joseph Lachance		53	St. Laurent, Orleans.
57	Alphonse Pouliot, director		55	Château Richer.
58	Elzéar Normand		48	Cap St. Ignace.
59	Jean-Bte. Bernier	Donalson	48	L'Islet.
60	Jeseph Paquet		46	Quebec.
61	Jean A. Lachance		45	〃
62	Arthur Brillargeon		50	〃
63	Joseph Vézina	B. Dimond	46	〃
64	Hermenegilde Guénard		49	Montmagny.
65	Elzéar Desrosiers, (not yet passed)		54	Quebec.
66	Joseph A. Irvine	Capt. White.	51	Green Island, (island light ship)
67	Frédéric Bouffard		50	St. Laurent, Orleans.

BRANCH PILOTS for and below the Harbour of Quebec, according to Seniority—*Con.*

No.	Name.		Age	Residence.
68	Jules Asselin	B. Dimond	46	Quebec.
69	Prudent Marmen		48	Beauport.
70	Lucien Lachance	Thompson L.	46	Quebec.
71	Camille Bernier	Dominion	49	"
72	Moïse Blouin		56	"
73	Moïse Laurent Godbout		47	"
74	Alfred Gaudreau		54	Cap St. Ignace.
75	Alfred Raymond		46	Quebec.
76	Philias Lachance	Manchester	47	St. John, Orleans.
77	Joseph H. Talbot, director		45	Berthier.
78	Moïse Arthur Lachance		44	Quebec.
79	Louis Frs. Thivierge		41	"
80	Joseph Emile Lachance		41	St. John, Orleans.
81	Alphonse Asselin	B. Dimond	42	Quebec
82	Joseph Plante		41	St. Paul's Bay.
83	Alphonse Paquet	Carbray & Co.	41	Quebec.
84	Adelard Bernier	C.P.R. L.	46	"
85	Jean-Bte. Pouliot	Donaldson L.	37	St. John, Orleans.
86	Joseph Thivierge		38	Quebec.
87	Léonidas Lachance		37	St. John, Orleans.
88	Eudore Langlois		45	Quebec.
89	Joseph Delisle		33	St. John, Orleans.
90	Jules Lachance	B. Dimond	23	" "
91	Auguste Santerre	Allan Line	24	St. Michel, Bellechasse.
92	Arthur Larochelle		26	" "
93	Raoül Lachance	Eld'r Dampst'r	26	St. Joseph, Levis.
94	William Langlois	B. Dimond	27	Quebec.
95	Ernest Bernier	Carbray & Co.	32	St. Michel, Bellechasse.
96	Arthur Paquet		24	Notre Dame, Levis.
97	Jules Lamarre		23	St. Valier.
98	George Larochelle		28	St. Michel, Bellechasse.
99	Adélard Delisle		27	Quebec.
100	Pierre L. Lachance		23	"
101	Alexandre Larochelle	Elder Dampst.	23	St. Michel, Bellechasse.
102	Joseph A. Dupil		23	St. Jean Port Joli.
103	Arthur Paquet		31	St. John, Orleans.

OFFICERS OF THE BOARD:

Alfred Larochelle, President. Louis Morin, Director.
Joseph H. Talbot, Director. Alphonse Pouliot, Director.
Charles Raymond, Director. Alfred Raymond, Director.
F. X. DION, Secretary Treasurer,
P. H. LAMONTAGNE, Asst. Sec. Treasurer,
L. E. LAROCHELLE, Superintendent.

APPENDIX 9

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N. B., FOR THE YEAR ENDING DECEMBER 31, 1906.

Office of Pilotage Authority,
District of St. John, N. B., January 6, 1907.

F. Gourdeau, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour by direction, to forward you herewith, the annual returns for this district, for the year ending the 31st December, 1906, which I trust you will find in order.

I have the honour to be sir,

Your obedient servant.

J. U. THOMAS, *Secretary.*

Office of Pilotage Authority, District of St. John, N.B., December 31, 1906.

Revenue Account.	$ cts.	$ cts.
Receipts—		
Licenses to 23 pilots at $5	115 00	
" 5 boats at $10	50 00	
25 cents per foot on outward pilotage from St. John, to date	2,219 86	
25 cents per foot on outward pilotage from Musquash, to date	33 50	
		2,418 36
Expenditures—		
Auditing accounts for 1905	25 00	
Stationery, &c	24 35	
Office rent, 1 year to 1st November	100 00	
Salary Secretary-Treasurer, 1 year to date	1,000 00	
		1,149 35
Amount transferred to Pilot Fund Account		1,269 01
		2,418 36

J. U. THOMAS,
Secretary.

STATEMENT of Pilot Fund Account for the Year ended December 31, 1906.

Dr.	$ cts.	$ cts.
Pensions paid to 3 pilots	571 50	
" widows and children	1,447 25	
Funeral expenses, 2 pilots	40 00	
		2,058 75
To balance		7,691 08
		9,749 83
Cr.		
By balance December 31, 1905		8,242 57
By interest on Dominion Savings Bank deposits, 12 months to January 1, 1906	238 25	
By amount from revenue account	1,269 01	
		1,507 26
		9,749 83
By balance to credit of Pilot Fund account, December 31, 1906		7,691 08

J. U. THOMAS,
Secretary.

STATEMENT of Special Fund for the Year ended December 31, 1906.

Cr.	$ cts.	$ cts.
By 5 per cent from net earnings of pilots for year ending December 31, 1906		1,761 36
Dr.		
To amount paid on account of law expenses	462 00	
To balance	1,299 36	
		1,761 36
By balance to credit of Special Fund, December 31, 1906		1,299 36

J. U. THOMAS,
Secretary.

PILOTS' Individual Earnings for the year 1906.

	$ cts.	$ cts.
Total amount, pilotage received		37,426 27
LESS—25c. per foot from outward pilotage	2,219 86	
5 p. c. of nett pilotage	1,761 36	
		3,981 22
Contra.		33,445 05
Bennett, James	2,205 83	
Cline, Richard	386 54	
Cline, Alfred	356 29	
Cline, Richard B	992 88	
Doyle, James	2,048 78	
Doherty, Joseph	2,618 03	
Lahey, Frank L	1,888 86	
Lahey, William	619 54	
Miller, James H	1,819 41	
Murray, William	1,376 00	
Quinn, William	1,878 61	
Rogers, Bartholomew	2,682 93	
Spears, James S	605 87	
Spears, Henry	2,610 79	
Spears, Martin	1,479 02	
Scott, Richard	12 82	
Scott, William	1,314 89	
Stone, Thomas J	2,991 45	
Sherrard, John L. C	1,567 92	
Thomas, John S	2,218 49	
Thomas, Robert	238 81	
Traynor, Thomas	1,531 29	
		33,445 05

J. U. THOMAS,
Secretary.

RETURN of Vessels arriving at the Port of St. John, N.B. (paying pilotage), for the year ending December 31, 1906.

—	British.	Foreign.	Total.
Schooners	79	182	261
Brigs and brigantines	5		5
Ships			
Barques and barquentines	6	21	27
Steamships	249	41	290
	339	244	583
Amount of pilotage received	29,279 21	8,147 06	37,246 27

J. U. THOMAS,
Secretary.

LICENSED Pilots, Port of St. John, N.B., for the years 1905-1906,

Name.	Age.	Residence.	Remarks.
Rennett, James	49	St. John, N.B	
Cline, Richard	81	"	
Cline, Alfred	49	"	
Cline, Richard B	36	"	
Doyle, James	69	"	
Doherty, Joseph	60	"	
Lahey, William	77	"	
Lahey, Frank L	35	"	
Miller, James H	29	"	
Murray, William	32	"	
Quinn, William	59	"	
Rogers, Bartholomew	49	"	
Spears, James S	61	"	
Spears, Henry	55	"	
Spears, Martin	49	"	
Scott, William	50	"	
Scott, Richard	55	"	
Stone, Thomas J.	53	"	
Sherrard, John L. C	72	"	
Thomas, John S	58	"	
Thomas, Robert	65	"	
Traynor, Thomas	53	"	
McAnulty, John	68	Musquash, N.B	Licensed for Musquash only.

J. U. THOMAS,
Secretary.

STATEMENT of Funds, St. John Pilot Commissioners, December 31, 1906.

	$ cts.	$ cts.
INVESTMENT ACCOUNT.		
On deposit Dominion Savings Bank, per pass-book No. 744	5,419 91	
On deposit Dominion Savings Bank, per pass-book No. 10,260	2,343 42	
		7,763 33
CURRENT ACCOUNT.		
On deposit, Bank of New Brunswick		1,227 11
		8,990 44

J. U. THOMAS,
Secretary.

APPENDIX 10

REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX FOR THE YEAR ENDED DECEMBER 31, 1906.

HALIFAX, N.S., January 8, 1907.

The Deputy Minister,
Marine and Fisheries,
Ottawa.

SIR,—I beg to inclose yearly account for Halifax Pilotage Commission to December 31, 1906.

I remain,
Your obedient servant,
FRANK J. PHELAN,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N.S., January 1, 1907

1906.		RECEIPTS AND EXPENDITURES	$ cts.	$ cts.
Jan.	1...	Balance on hand	1,293 05	
Dec.	1...	Interest	1,006 68	
		Commission	2,100 37	
		Licenses	154 00	
		Outward Pilotage	2,002 05	
			6,556 15	
		Salary	800 00	
		Rent	325 00	
		Expense, office	239 19	
		Books and Stationery	12 95	
		Burials	150 00	
		Apprentices	380 00	
		Legal expense	22 50	
		Auditor	50 00	
		Superannuation	2,170 10	
		Balance	2,406 41	
1907.			6,556 15	
Jan.	1..	Balance		2,406 41

FRANK J. PHELAN,
Secretary.

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N.S., January 1, 1907.

1906.		SUPERANNUATION FUND.	$ cts.	$ cts.
Jan.	1...	Balance		30,368 41
Dec.	1...	Commission	1,009 42	
		Interest	1,006 68	
		License	154 00	2,170 10
				32,538 33
		Paid pensions		1,686 69
				30,851 84

FRANK J. PHELAN,
Secretary.

List of pilots, Port of Halifax.

No.	Name.	Age.	Residence.
1	Jas. Flemming	67	Halifax.
3	Jas. Holland	70	Duncan's Cove.
4	Wm. Baker	71	Halifax.
5	L. Hayes	25	"
6	F. Thomas	30	Herring Cove.
7	Ber. Brackett	25	"
8	Wm. Hayes	32	"
10	Jno. Holland	25	Dartmouth.
12	Jas. Hanrahan	69	Ferguson's Cove.
24	Jno. Hayes	50	Halifax.
15	Jas. Spears	48	"
16	J. F. Beazley	47	"
17	Wm. Gorman	32	"
18	C. F. Martin	40	"
19	Wm. White	49	Ferguson's Cove.
20	Thos. Hayes	47	Halifax.
21	Thos. Reyno	46	"
22	Frank Mackie	34	"
23	Henry Latter	38	"

FRANK J. PHELAN,
Secretary-Treasurer.

List of pensioners, Halifax Pilotage District.

Name.	Age.	Residence.	Amount.
Fleming, John	93	Ketch Harbours	$ 200 00
Hayes, Patk	84	Herring Cove	200 00
Fleming, J. W	44	Halifax	200 00
Beazley, Wm	67	"	200 00
Martin, Mrs. C		"	75 00
Johnson, Mrs. J.		Bear Cove	75 00
Glazebrook, C	61	Boston	75 00
" Chas	15	"	15 00
Martin, Mrs. D	48	Halifax	75 00
" Barbara	15	"	15 00
" Catherine	13	"	15 00
Gallagher, Mrs. B	44	"	75 00
" Wilfred Laurier	9	"	15 00
" Catherine	6	"	15 00
Munro, Mrs. H		Herring Cove	75 00
Reyno, Mrs. J.		"	75 00
Holland, Mrs. J		Duncan's Cove	75 00
Bayers, Mrs. E		Halifax	75 00
			$ 1,550 00

FRANK J. PHELAN,
Secretary-Treasurer

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N.S., January 1, 1907.

RETURN of vessels entered outward at Port of Halifax, N.S., from January 1, 1906, to December 31, 1906, subject to pilotage.

BRITISH.

Schooners.	Barques.	Steamers.	Tonnage.	Pilotage.
43	9	741	1,215,754	$10,320 14

FOREIGN.

Schooners.	Barges.	Barques.	Steamers.	Tonnage.	Pilotage.
5	2	12	131	120,001	$1,882 10

FRANK J. PHELAN,
Secretary.

RETURN of vessels entered inward at Port of Halifax, N. S., from January 1, 1906, to December 31, 1906, subject to pilotage.

BRITISH.

Schooners.	Barques.	Steamers.	Tonnage.	Pilotage.
107	10	748	1,223.858	$18,244 10

FOREIGN.

Schooners.	Barges.	Barques.	Steamers.	Tonnage.	Pilotage.
80	2	13	135	130,069	$3,894 20

FRANK J. PHELAN.
Secretary.

APPENDIX 11

REPORT OF THE VICTORIA AND ESQUIMALT PILOTAGE AUTHORITY FOR THE YEAR ENDING DECEMBER 31, 1906.

VICTORIA, B.C., February 5, 1907.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed, please find annual report for the year 1906, which I trust is correct and satisfactory.

I am, sir,
Your truly,

ANGUS B. McNEIL,
Secretary-Treasurer.

Receipts.

British	$ 5,452 85
Foreign	8,569 75
Surplus, 1905	499 21
	$14,521 81

Expenditure.

Surplus, 1905	$ 499 21
Pilots drawings	12,281 97
Secretary—Salary	600 00
" Rent and expenses	437 50
Advance to pilots from surplus	300 00
	$14,118 68
Surplus	403 13

NAMES of pilots serving under Victoria and Esquimalt pilotage authority.

	Age.
Samuel W. Bucknam	56
William Cox	51
Thomas Bebbington	60
John Newby	57
John Thompson	57

ANGUS B. McNEIL,
Secretary-Treasurer.

Audited and found corrrect.

WALTER S. FRASER.

JOHN G. COX,
Chairman.

A. B. FRASER, Sr.,
WILLIAM GRANT,
JOSHUA KINGHAM,
Commissioners.

ANGUS B. McNEIL,
Secretary Treasurer.

APPENDIX 12

REPORT OF THE VANCOUVER PILOTAGE AUTHORITY FOR THE YEAR ENDING DECEMBER 31, 1906.

VANCOUVER, B.C., January 10, 1907.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inclose herewith, statement of accounts, and of the affairs of the Vancouver Pilotage District, for the year just ended, 1906.

At a meeting of the commissioners held yesterday, the accounts were audited and signed by the chairman, and I was instructed to forward same to you.

I have the honour to be, sir,

Your obedient servant,

C. GARDINER JOHNSON,
Secretary.

VANCOUVER, B.C., January 1, 1907.

No. of License.	Name of Pilot.	Age.	Service in.	Remarks.
1 1st class	William Ettershank	64	Licensed to pilot vessels of any size or description within the limits of the Vancouver Pilotage District.	Active.
2 1st class	George W. Robertson	56		"
3 1st class	H. Robson Jones	51		"
4 1st class	Donald Patterson	45		"
5 2nd class	Joseph R. Reardon	43		"

NOTE.—Pilotage dues now in force are same as approved by Order in Council, Saturday, the 28th day of April, 1894. New By-Laws are at present before the Minister of Marine for approval.

Inwards.

18 British sailers	$ 554 75
12 Foreign sailers	292 00
83 British steamers	3,852 75
216 Foreign steamers	3,814 88
	$ 8,614 37

Outwards.

17 British sailers	$ 633 00
12 Foreign sailers	447 00
81 British steamers	4,125 00
215 Foreign steamers	3,881 88
	9,086 88
	$17,701 25

Remaining in port on December 31, 1906.—*Dundee*, $27 ; *Pondo*, $41.25 ; *Aorangi*, $128.50.

C. GARDINER JOHNSON,
Secretary.

Approved,
RICHARD ALEXANDER,
Chairman.

Receipts.

Balance in bank, January 5, 1906	$ 461 21
Pilotage earnings for year 1906	17,701 25
	$18,162 46

Disbursements.

Paid pilots, January 5, 1906	$ 461 21
Paid pilots during year 1906	11,775 87
Office expense account, 1906	1,102 18
Pilotage expense account, 1906	4,155 28
Balance in bank	667 92
	$18,162 46

C. GARDINER JOHNSON,
Secretary

Approved,
RICHARD ALEXANDER,
Chairman.

VANCOUVER, B.C., January 1, 1907.

LEDGER BALANCE.

Assets.

Bank of Montreal		$ 667 92	
Bank of Montreal, savings department	$ 693 86		
Interest, 1906	20 80		
		$ 714 66	
			$ 1,382 58

Liabilities.

Reserve fund	$ 693 86		
Interest, 1906	20 80		
		$ 714 66	
Pilotage earnings undisbursed		667 92	
			$ 1,382 58

C. GARDINER JOHNSON,
Secretary.

Approved,
RICHARD ALEXANDER,
Chairman.

APPENDIX 13

REPORT OF NANAIMO PILOTAGE AUTHORITY FOR THE YEAR ENDED DECEMBER, 31, 1906

Nanaimo, B.C., January 8, 1907.

The Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

Sir,—By direction of the Board of Pilot Commissioners I have the honour to inclose you a statement of the accounts of the Nanaimo Pilotage Authority for the year ending December 31, 1906.

I have the honour to be, sir,

Your obedient servant,

TULLY BOYCE,
Secretary.

NANAIMO PILOTAGE AUTHORITY.

Pilotage Returns for the year 1906.

LICENSED PILOTS.

Name.	Age.
Christensen, James	65
Butler, James Edgar	46
Owen, William David	40
Yates, Albert Francis	54
Gosse, Josiah	42

RATES OF PILOTAGE.

$1 per foot of draught and 1 cent per ton net register.
Special rates for mail steamers and tugs.

STATEMENT of Pilotage collected for the year 1906.

—	Full Pilotage.			Half Pilotage.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
January	853 00	809 00	1,662 00	97 00	231 00	328 00
February	458 00	689 00	1,147 00	70 00	245 00	315 00
March	466 00	695 00	1,161 00	159 00	199 50	358 50
April	438 00	504 00	942 00	38 00	178 00	216 00
May	680 00	871 00	1,557 00	79 00	227 00	306 00
June	803 00	460 00	1,263 00	21 00	191 00	212 00
July	789 00	569 00	1,358 00	70 00	186 00	256 00
August	1,085 00	480 00	1,565 00	81 00	222 00	303 00
September	1,215 00	581 00	1,796 00	21 00	341 50	362 50
October	1,786 00	478 00	2,264 00	79 00	270 50	349 50
November	1,236 00	776 00	2,012 00	58 00	245 24	303 24
December	1,069 94	883 14	1,953 08	33 50	288 91	322 41
	10,878 94	7,795 14	18,674 08	806 50	2,825 65	3,632 15

STATEMENT of Receipts and Expenditures for the year 1906.

	$ cts.		$ cts.
To pilotage fees collected as per enclosed statement	22,306 23	By Salary secretary and treasurer	600 00
		Rent, janitor, light, fuel, &c	232 75
		Printing, postage and stationery	50 55
		Furniture and repairs	30 65
		Pilot station expenses	1,658 79
		Commissions to collectors	369 79
		Travelling and personal expenses	2,400 00
		Pilot boat account	550 00
		Legal expenses	56 00
		Net earnings	16,357 70
			22,306 23
	22,306 23		

J. S. KNARSTON,
Chairman.

TULLY BOYCE,
Secretary.

Approved,

Commissioners.
THOMAS A. CONNELL,
HARRY B. SHAW,
RICHARD GIBSON.

APPENDIX 14

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE YEAR 1906.

Pictou, N.S., March 1, 1907.

F. Gourdeau, Esq.
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—Inclosed, please find pilotage returns for the port of Pictou, N.S., for the season ending 1906.

I am, sir,

Your obedient servant,

DODD DWYER,
Secretary.

Total amount received for Pilotage dues, 1906.

—	$ cts.	$ cts.
Received from steamships	2,464 13	
" sailing ships	264 00	
		2,738 13
Of this amount—		
Received from British ships	371 56	
" Foreign ships	2,356 57	
		2,738 13

Certified.

A. B. BELANGER,
Master, SS. Campana.

Earnings of Pilots for 1906.

No.	Name.	Age.	$ cts.
1	Wm. A. Cooke	68	380 22
2	Chas. Cooke	58	849 48
3	Geo. W. Powell	55	79 06
4	Angus Smith	49	1,005 16
5	McGregor Fraser	38	320 21
6	Wm. McPherson	31	66 00
			2,700 13

Receipts and Expenditures of all moneys received on behalf of Pilotage Authority.

Receipts.	$ cts.	$ cts.
Received pilotage as per statement	2,738 13	
" from 7 pilot bonds	7 00	
" " Capt. Belanger	40 00	
" " fine, Angus Smith	40 00	
Balance due secretary	372 00	
		3,197 13
Expenditures.		
Paid pilots	2,700 13	
" secretary's salary	200 00	
" balance due, 1905	297 00	
		3,197 13

A. C. MACDONALD,
WILLIAM FRASER,
JAMES YORSTEN,
JOSEPH FOSTER,
D. A. BARNY,
Commissioners.

Dodd Dwyer,
Secretary.

APPENDIX 15

REPORT OF PILOTAGE AUTHORITY OF SYDNEY, C.B., YEAR ENDING DECEMBER 31, 1906.

F. Gourdeau, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

Sir,—Herewith please find returns in connection with pilotage authority, district of Sydney, year ending December 31, 1906.

I am, sir,
Your obeidient servant,
W. A. RICHARDSON, *Secretary.*

STATEMENT OF RELIEF.

Name.	Amount.
Maurice Doyle	$ 30 00
Isabelle MacGillivary	30 00
Catherine MacGillivary	30 00
Margaret Petrie	30 00
Widow Daley	30 00
Mary Petrie	30 00
Widow MacInnis	30 00
Widow Brown	30 00
Pilot W. Ratchford	50 00
Pilot George Townsend	50 00
Pilot John Curren	15 00
	355 00

Names of Pilots, and Earnings year, 1906.

No.	Name.	Amount paid.	No.	Name.	Amount paid.
		$ cts.			$ cts.
1	John Cann	862 19	25	E. D. Cann	862 19
2	John Mullins	862 19	26	George Spencer	862 19
3	Lawrence Ling	862 19	27	George Brown	862 19
4	James Carroll	862 19	28	M. Curren	862 19
5	Andrew Ratchford	862 19	29	H. Ratchford	862 19
6	Lawrence Connell	862 19	30	W. Langille	862 19
7	John Carroll	862 19	31	John Mahon	862 19
8	John Fraser	862 19	32	Thomas McNeil	862 19
9	James Fraser	862 19	33	John MacNeil	862 19
10	Bernard Mullins	862 19			
11	Vincent McGillivary	862 19			28,452 27
12	D. A. MacInnis	862 19			
13	J. D. MacGillivary	862 19		Apprentices.	
14	J. B. MacGillivary	862 19			
15	James Shannahan	862 19	1	Thomas Burke	431 13
16	Joseph Brown	862 19	2	George Fraser	431 13
17	Thomas Roberts	862 19	3	William White	431 13
18	J. T. Laffin	862 19	4	William Perry	431 13
19	Thomas Ratchford	862 19	5	Henry Petrie	431 13
20	D. D. Petrie	862 19	6	Wesley Brown	431 13
21	E. F. Petrie	862 19	7	John Boutilier	431 13
22	A. R. Richardson	862 19			
23	Louis Carroll	862 19			3,017 91
24	Thomas Rudderham	862 19			

WHITE Flag Steamers, Licensed 1906.

Name.	Class.	Amount.
		$ cts.
Cape Breton	Steamer	100 00
Louisbourg	"	100 00
Coban	"	100 00
Cacouna	"	100 00
Harlow	"	100 00
Canada	"	100 00
Wasis	"	100 00
Polino	"	100 00
Woban	"	100 00
Canada	"	100 00
A. W. Perry	"	100 00
Restigouche	"	100 00
		1,200 00

STATEMENT of Receipts and Expenditures.

RECEIPTS.	$ cts.	EXPENDIDURES.	$ cts.
Pilotage receipts	31,470 18	Paid pilots	28,452 27
Commission at 5 per cent	1,656 32	" apprentices	3,017 91
Relief	98 00	" relief	355 00
Licenses pilots and boats	137 50	" 3 collectors	650 00
White flag licenses	1,200 00	" secretary treasurer	500 00
Balance Dec. 31, 1906	152 19	" commissioner's (expenses)	600 00
		" office rent	100 00
		" bye-laws, typewriting, &c	25 00
		" refund ss. *Bains Hawkins*	9 50
		" printing	15 75
		" superintendent pilots	250 00
	34,714 19		33,975 43
	33,975 43		
lance Dec. 31, 1906	738 76		

British Steamers.

	Total.	Amount.
North Sydney	81,261	$1,823 00
International Pier	254,295	7,033 50
Sydney	34,095	910 50
	372,651	9,767 00

Foreign Steamers.

North Sydney	160,479	$5,163 50
International Pier	411,846	9,582 50
Sydney	417,137	8,119 50
	989,512	22,865 00

British Sail.

	Total	Amount.
North Sydney	6,383	$ 272 00
International Pier		
Sydney	1,274	63 00
	7,657	335 00

Foreign Sail.

	Total	Amount.
North Sydney	5,275	$ 101 50
International Pier	77	9 00
Sydney	1,224	49 00
	6,576	159 50

Relief.

	Total	Amount.
North Sydney	4,102	$ 82 50
International Pier		
Sydney	563	15 50
	4,665	98 00
Total	1,381,061	$33,22405

Recapitulation.

	Total	Amount.
British vessels	380,308	$10,102 00
Foreign "	996,088	23,024 50
Relief "	4,665	98 00
	1 381 061	$33,224 50

APPENDIX 16

REPORT OF THE PILOTAGE AUTHORITY OF ST. MARY'S AND LISCOMBE FOR THE YEAR ENDING DECEMBER 31, 1906.

EDWARD QUINN PILOT, No. 1.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Master.	Inward Fees.	Outward Fees.	Total.
1906.							$ cts.	$ cts.	$ cts.
April 2	Sydney, C.B.	Steamer	Duncan	Drannen, Norway	634	Capt. Peterson	14 00	16 00	30 00
May 2	Halifax	Schooner	Uncle Sam	Halifax	77	" Harpell			6 00
" 17	"	"	Greta	Dorchester, N.B.	146	" King	5 00	7 00	12 00
" 31	Louisburg, C.B.	Barquentine	Atlas	Norway	571	" Jensen	13 00	15 00	28 00
June 17	"	Tern	Elma	Annapolis	299	" Miller	5 00	7 00	12 00
July 5	"	Steamer	Huntcliffe	Huntcliffe	2,018	" Peterson	18 00	20 67	38 67
Aug. 17	Belfast	Barque	Lyna	Grimstad, Nor.	533	" Hanesen	11 00	14 00	25 00
Nov. 15	Halifax	Tern	Preference	Parrsboro, N.S.	243	" Gale	5 00	7 00	12 00
									163 67

JOHN BURNS, PILOT, No. 2.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Master.	Inward Fees.	Outward Fees.	Total.
April 10		Schooner	McClure				5 00	7 00	12 00
May 22		Tern	Abbie E. Hooper	United States	267	Capt. Alsen	9 00	11 00	20 00
June 15		Barque	Norma	Danish			9 00	11 00	20 00
July 9		"	Bertha	Norway	528		13 00	15 00	28 00
" 17	Halifax	Tern	Ronald	Parrsboro	246	Capt. Wagner	8 00	10 00	18 00
Sept. 20	"	"	Ronald	"	246	" Wagner	8 00	10 00	18 00
Dec. 10		Steamer	Fane	Norway	700	" Alsen	14 00	15 00	29 00
Feb. 7		"	Amethyst	N. S.		" Henstis	14 00	16 00	30 00
									175 00

DAVID RODENIZER, LISCOMBE, No. 1.

Oct. 6	Halifax	Steamer	Briardene	Newcastle	1,723	Capt. D. P. Crowe	17 00	19 00	36 00
Nov. 21	Sherbrooke	Tern	Preference	Parrsboro	243	" Gale	5 00	7 00	12 00
									48 00

SETH McKINLY, LISCOMBE, No. 5.

Oct. 6	Halifax	Steamer	Briardene	Newcastle	1,723	Capt. D. P. Crowe	17 00	19 00	36 00
Nov. 21	Sherbrooke	Schooner	Preference	Windsor, N.S	243	" Gale	5 00	7 00	12 00
									48 00

To the Deputy Minister of
Marine and Fisheries, Ottawa.

Sir,—I beg to submit the above report, although some of the pilots have not made returns, but they had no ships this year.

WILLIAM PRIDE,
Secretary and Commissioner.

APPENDIX 17

REPORT OF THE PILOTAGE AUTHORITY OF ARICHAT, C. B., FOR THE YEAR ENDING DECEMBER 31, 1906.

ARICHAT, C. B., January 2, 1907.

F. GOURDEAU, Lt.-Col.,
Deputy Minister Marine and Fisheries,
Ottawa.

SIR,—I did not report any pilotage business for the year 1906, for the reason that there was none. We are getting out of sailing vessels at this port.

Yours truly,
ISIDORE LEBLANC,
Secretary Pilotage Authority.

APPENDIX 18

REPORT OF THE PILOTAGE AUTHORITY OF PARRSBORO, N.S., FOR THE YEAR ENDING DECEMBER 31, 1906.

6 British vessels paid		$216 50
4 Foreign vessels paid		206 00
		$422 50
Paid pilot Robert Anderson	$237 61	
Paid pilot Joseph Anderson	155 31	
Office contingencies	15 00	
Commissioner's expenses	10 00	
Secretary for salary	4 58	
		$422 50

No change in rates during the year. Pilot Robert Anderson died during the year and Joseph Anderson was appointed in his place.

DESCRIPTION OF JOSEPH ANDERSON.

Age.	Height.	Complexion.	Colour of Hair.	Colour of Eyes.	Marks.	Remarks.
33	5½ feet.	Sandy	Black	Brown	None	Stout build.

E. GILLESPIE,
Secretary, Parrsboro Pilotage Authority.

APPENDIX 19

REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH, FOR THE YEAR ENDING DECEMBER 31, 1906.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to report on behalf of the commissioners of pilots for the ports of Pugwash and Port Philip for the year ending December 31, 1906, as follows :—

No.	Names of Pilots.	Age.	No.	Names of Pilots.	Age.
1	Neil McHiver	47	2	Clarence Reid	53
3	George Cooper	55	4	George Heather	64
5	Andrew L. Seaman	65	6	Alfread E. Seaman	28
7	George Tuttle King	27			

NAMES of Ships Carrying Lumber for Export.

Names of Ships.	Date.	Nationality.	Tonnage.	Pilotage.	Pilot in Charge.
SS. Arcola	May	British	1,651	$ 69 29	A. E. Seaman.
〃 Vlieland	〃	Dutch	1,229	53 45	Neil McHiver.
〃 Nile	June	British	1,267	52 01	Andrew L. Seaman.
〃 Wlidernir	July	Danish	1,349	55 71	George Heather.
〃 Prah	〃	British	1,593	66 68	A. E. Seaman.
〃 Arcola	〃	〃	1,651	69 29	〃
〃 Atlas	Sept.	Norwegian	834	38 00	Andrew L. Seaman.
〃 Arcola	〃	British	1,651	69 29	A. E. Seaman.
〃 Jumna	〃	〃	2,694	116 23	George Heather.
Barque Hilder	〃	Norwegian	1,150	49 90	Neil McHiver.
SS. Egwanga	July	British	1,614	67 53	〃
〃 Andonia	Nov	〃	2,034	86 53	A. E. Seaman.
〃 Agnar	〃	Norwegian	984	40 00	Andrew L. Seaman.
			19,771	$833 90	Pilots employed, 4.

Kind of Ships.	Number.
British steamers	8
Dutch steamer	1
Danish steamer	1
Norwegian steamers	2
Norwegian barque	1
Total	13

The following is a statement of the earnings which have been paid to the pilots so employed for the year of 1906, in the port of Pugwash :—

Pilotage dues on ships	$ 833 90	
Extra mooring and moving	30 00	To loading berth.
Piloting schooners	25 00	George Heather.
For schooners	6 50	Andrew L. Seaman.
" "	10 25	Alfred E. Seaman.
" "	10 00	Neil McHiver.
" "	6 00	George Tuttle King.
Pilotage dues total	$ 921 65	

A number of schooners enter this port that pilot themselves inward and outward. There is no pilot fund in the district. The inclosed report is most respectfully submitted.

I am, sir, your most humble servant,
ELIAS KING,
Secretary of Commissioners of Pilots.

APPENDIX 20

REPORT OF THE PILOTAGE AUTHORITY OF BUCTOUCHE, N. B., FOR THE YEAR 1906.

BUCTOUCHE, N. B., January 29, 1907.

F. GOURDEAU, Esq.,
Deputy Minister Marine and Fisheries,
Ottawa.

DEAR SIR,—I herewith inclose pilotage returns for the pilotage district of Buctouche, for the year 1906, which I hope will be found satisfactory.

Yours very truly,
JOHN C. ROSS, *Secretary,*
Buctouche Pilotage Authority.

PILOTAGE Returns, district of Buctouche, province of New Brunswick, for the year 1906. Act 36 Vic. cap. 54 sec. 24.

1. Names and ages of pilots licensed :—Joseph Crossman, age 55 years ; Joseph Belleisle, age 50 years.

2. The above pilots are licensed to undertake the pilotage of vessels of every description within and throughout the pilotage district of Buctouche.

3. Pilotage dues are charged as per section 1 of rules and regulations for the district, viz. : One dollar and fifty cents per foot draught of water both inward and outward bound.

4. Total amount of pilotage dues collected during the year $210.25 ; of this amount $206.25 was paid by 4 sailing vessels and 2 steam barges, all foreign ; and $4 by 2 schooners British (optional).

5. The pilotage as above, was paid to the pilots who performed their duties as such to the respective vessels.

6. No new licenses were issued during the year, nor any expenses incurred by the pilotage authority.

JOHN. C. ROSS,
Secretarg Pilotage Authority.

BUCTOUCHE, N. B., January 17, 1907.

APPENDIX 21

REPORT OF THE PILOTAGE AUTHORITY OF NEW WESTMINSTER, B. C., FOR THE YEAR ENDING DECEMBER 31, 1907.

New Westminster, B. C., March 1, 1907.

F. Gourdeau, Esq.
Deputy Minister of Marine,
Ottawa.

The pilotage authority of the port of New Westminster, B. C., beg leave to submit the following report for the year 1906.

Name of pilot:—James W. Rogers, age 40. Serving full district.

No. of vessels reported liable to pay pilotage.—

	Inwards.	Outwards.
British sailing vessels	2	3
" steam "	5	4
Foreign " "	11	11
" sailing "	4	4
	22	22

One steam and one sailing vessel in port.

Nationality of above vessels reported inwards during 1906:—

British	7
American	10
Norwegian	2
German	1
Japanese	1
	22

The total amount received for pilotage services for the year, as follows—

From British vessels	$ 422 25
" Foreign "	742 40
	$1,164 65

The above amount was duly paid the pilot, less 10 per cent.

The rates of pilotage for the district are as follows:—

For vessels under sail	$4 00 per foot.
" " " steam	1 50 "
" " in tow of a steamer	2 00 "

Respectfully submitted,

F. P. MAXWELL,
Secretary.

APPENDIX 22

REPORT OF THE PILOTAGE AUTHORITY OF RICHIBUCTO, N. B., FOR THE YEAR ENDING DECEMBER 31, 1906.

REXTON, N. B., November 30, 1906.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—We, the pilot commissioners for the port of Richibucto, N. B., send you our annual report.

We held annual meeting in William J. Brait's office, Rexton, March 24. William H. Long, George H. Long, John A. Curwen, James W. Long, Albert A. Long. Five pilots were granted licenses for this port and posted in Custom House, Richibucto, N.B., on May 1, 1906.

Sorry we have to report loss of Norwegian bark *Adeonâ*, while loading outside of bar, being driven on reef with northeast gale, and eleven persons on board perished November 13, 1906.

Depth of water on jib sheet bar 12 ft. 6 in. H. W. O. S.

Depth of water on outer bar 13 ft. 6 in. H. W. O. S.

JAMES GORDON,
Secretary to Pilot Commissioners.

Richibucto, N. B., December 13, 1906.

Ten vessels, 3,051 tonnage, loaded and cleared foreign.

150 schooners, 12,000 tonnage, loaded home trade and U. S. A.

APPENDIX 23

REPORT OF THE PILOTAGE AUTHORITY OF CARAQUET, N. B., FOR THE YEAR ENDING DECEMBER 31, 1906.

CARAQUET, N. B., December 27, 1906.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to inclose herewith statement of pilotage paid during year 1906, in the pilotage district of Caraquet, also statement of account of the pilot commissioners.

I have the honour to be, sir, your obedient servant.

PHILIP RIVE,
Pilot Commissioner and Secretary to Pilot Commission.

STATEMENT of Pilotage paid during year 1906 in the Pilotage District of Caraquet.

Vessel.	Nationality.	Reg.	Tonnage.	Date of Arrival.	Name of Pilot Inwards.	Date of Sailing.	Name of Pilot Outwards.	Amount of Pilotage.
								$ cts.
Sinams	Russian	Schr.	248	May 23	C. Vibert	May 28	C. Vibert	26 20
Drusie	British	"	99	Aug. 1	No pilot	Aug. 4	No pilot	....
Maud	"	"	99	Sept. 22	C. Vibert	Oct. 24	C. Vibert	20 00
Alliance	"	"	99	Oct. 22	C. Vibert	Nov. 15	C. Vibert	21 80
								67 00

PHILIP RIVE in account with Pilotage Authority, Caraquet.

DR.	1906. $ cts.		CR. $ cts.
To Jos. B. Chasson, for boat license	1 00	By stationery	1 00
Joseph Ed. LeBoutillier, for boat license	1 00	Salary	3 00
Larose Gauvin, for boat license	1 00		
Chas. Vibert, for boat license	1 00		
	4 00		4 00

PHILIP RIVE,
Secretary to Pilot Commissioners.

CARAQUET, December 27, 1906.

RETURN of Pilotage made by the undersigned, in accordance with Rule XI. of the Pilot Regulations passed April 29, and approved June 16, 1874.

Date.	Name of Vessel.	Description.	Tonnage.	Nationality.	Where from.	Draft of Water.		Pilotage Inwards.	Pilotage Outwards.	Total.
						In.	Out.	$ cts.	$ cts.	$ cts.
February 21	Childe Harold	Schooner	800	American	Philadelphia	16 ft.	9 ft.	27 20	15 30	42 50
April 6	Salacia	Steamer	2,500	British	Sydney	16 ft.	10 ft.	24 00	15 00	39 00
June 20	Yanke	"	300	Norwegian	" "	15 ft	10 ft.	22 50	15 00	37 00
July 1	St. Olof	Schooner	340	British	"	12 ft.	8 ft.	18 00	12 00	30 00
September 4	Evyline	"	300	"	Bath, Me	8 ft.	14 ft.	12 00	21 00	33 00
" 25	Carrie E. Norton	"	400	American	Philadelphia	16 ft.	10 ft.	24 00	15 00	39 00
November 9	Mary E. Morse	"	600	"	New York	8 ft.	19 ft.	12 00	22 50	34 50
" 20	Three Sisters	"	275	"	Boston	10 ft.	6 ft.	15 00	9 00	24 00
										277 00

Return of Pilotage for year ending December 6, 1906.

JOSEPH BOYD,
Pilot.

Return of Pilotage made by the undersigned, in accordance with Rule XI. of the Pilot Regulations passed April 29, and approved June 16, 1874.

Date.	Name of Vessel.	Description.	Tonnage.	Nationality.	Where from.	Draft of Water.		Pilotage Inwards.	Pilotage Outwards.	Total.
						In.	Out.	$ cts.	$ cts.	$ cts.
April 2	J. V. Wellington	Schooner	244	Foreign	Calais	8 ft.	13 ft.	8 00	19 50	27 50
" 9	Seguin	"	334	"	"	8 ft.	14 ft.	8 00	21 00	29 00
" 15	Luella	"	100	British	New York	10 ft.	6 ft.	15 00	9 00	24 00
May 31	J. V. Wellington	"	224	Foreign	"	13 ft.	19 ft.	19 50	19 50	39 00
July 15	Helen	"	140	"	"	9 ft.	9 ft.	13 50	13 50	27 00
August 1	J. V. Wellington	"	224	"	Calais	8 ft.	13 ft.	8 00	19 50	27 50
September 20	Seguin	"	334	"	"	8 ft.	14 ft.	8 00	21 00	29 00
November 17	Carrie C. Cook	"	430	"	"	9 ft.	15 ft.	9 00	22 00	31 00
										234 00

WELLINGTON CLINE,
Pilot.

APPENDIX 24

REPORT OF THE PILOTAGE DISTRICT OF MONTREAL FOR THE YEAR ENDING DECEMBER 31, 1906.

THE PILOTAGE OFFICE AT MONTREAL,
December 7, 1906.

COL. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—Inclosed find the annual report of the working of this office during the present year.

Trusting that it will be found in order.

I have the honour to remain, sir,

Your obedient servant,

JAMES J. RILEY,
Superintendent of Pilots.

THE PILOTAGE OFFICE AT MONTREAL,
December 7, 1906.

To the Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

REPORT ON MONTREAL PILOTAGE.

SIR,—I have the honour to report upon the operations of the Montreal pilotage Branch of your department for the year 1906.

The offices in Montreal. are at No 1, Place Royale; Captain James J. Riley is the Superintendent, Mr. J. O. Michaud, the assistant, and Mr. Louis Pinoteau, the messenger.

The office in Quebec is on Dalhousie street, in a satisfactory location, opposite the office of the Quebec Pilots and the Boatman's landing; Mr. Ulric Thibaudeau is the officer in charge.

At the close of last season, there were forty-nine (49) branch pilots on the active service roll, and with the promotion of apprentice pilot, Mr. J. Oswald Frenette, the season of 1906 was opened with the full number of fifty (50) branch pilots in active service.

The retirement, in June, of branch pilot, Mr. Alfred St. Amant, by reason of physical disability, left a vacancy, that was filled by Mr. C. B. Hamelin.

The retirement, in November, of branch pilot, Mr. Néré Bellisle, on account of defective eye-sight, left a vacancy that was filled by Mr. Tancrede Perron, so that there are now the full number of fifty (50) branch pilots on the active service roll.

The earnings of the branch pilots amounted to seventy four thousand five hundred and fourty-four dollars and forty-nine cents ($74,544.49), (See appendix 1), which shows the names of the pilots, their ages, place of residence, date of branch, number of Montreal trips, number of trips to intermediate ports, total number of trips, earnings on Montreal trips, earnings on intermediate port trips, total of earnings and how employed, that is to say, whether special service or 'tour-de-rôle.'

The largest amount earned by any one pilot was two thousand, seven hundred and ninety-nine dollars and nineteen cents ($2,799.19), and the smallest, one hundred and sixty-seven dollars and nine cents ($167.09).

All the pilots were employed in special service, with the exception of thirteen (13) who were on 'tour-de-rôle' and who earned, between them, the sum of five thousand, one hundred and ninety-nine dollars and sixty-six cents ($5,199.66).

The standard of conduct and efficiency of the pilots, as a whole, has been well maintained during the season now closed; all the special service appointments, with one exception, seem to give satisfaction, and even the exceptional case was not made a matter of special complaint.

Three cases of ebriety have been reported, one of them, a special service pilot, who has happily now been reinstated.

Appendix 2 shows the names of the ten selected apprentice pilots, and a summary of their season's work.

Two from this list have been promoted to branch pilots, as indicated on appendix 1, and those from the general list of apprentice pilots who have been promoted to the list of the ten selected are indicated on this list by 2.

May I be permitted to recommend a slight change in the by-laws, to the effect that apprentice pilots shall, during the period of their apprenticeship, serve 24 months at sea, to the end that they become conversant with the usages of seafarers, the language of the seamen whom, for the most part, they shall be called upon to assist, and obtain, in some degree, a sense of order and discipline.

Appendix 3 is a list of the apprentice pilots in the order of their seniority, all of whom are eligible for promotion to the list of the ten selected.

Appendix 4 shows the names of the persons receiving pensions from the pilots superannuation fund, and the amounts they receive each quarter. There have been four additions to this list during the year 1906. The accounts and the moneys of the pilots superannuation fund are in the custody, and under the management, of the Finance Department in Ottawa. This office only serves as a disbursing agency, and renders to the Finance Department an accounting, quarterly, of all moneys received.

The recent visit of Mr. C. W. White, from the Accounting Department, was productive of good, and the pilots superannuation fund will receive permanent benefit as a result of his labours.

Appendix 5, though, perhaps, not relevant to the present report, may interest you as showing that, at this office, 820 vessels have been reported, with a total of 1,977,534 tons, and with masters and crews aggregating 43,456, and that 63,722 passengers have been brought.

All respectfully submitted by your obedient servant,

JAMES J. RILEY,
Superintendent of Pilots.

APPENDIX

BRANCH PILOTS FOR AND ABOVE

STATEMENT showing the number of Branch Pilots, for and above the Harbour of
and whether employed on Special

No.	Name of Pilot.	Age.	Residence.	Date of Branch.	Remarks.
1	Naud, Onésime	65	Deschambault, P.Q	Mar. 16, '70.	
2	Beaudet, Prudent	66	36 Ste. Famille, Quebec	Oct. 10, '70.	
3	Brunet, Célestin	63	112 Desery St., Montreal	Feb. 28, '72.	
4	Groleau, Ulric	59	Grondines, P.Q	Oct. 30, '72.	
*5	St. Amant, Alfred	62	Deschambault, P.Q	〃 30, '72.	
6	Perrault, Narcisse	69	〃 〃	Apl. 10, '74.	
7	Auger, S. Cléophas	60	Pointe Lévis, P.Q	Sept. 22, '74.	Member of Committee.
8	Labranche, Ferdinand	59	Portneuf, P.Q	Apl. 8, '75.	
9	Bouillé, Louis Z.	57	Deschambault, P.Q	Jan. 16, '78.	
10	Gauthier, Laurent	55	〃 〃	Dec. 10, '79.	
11	Nault, Delavoie	53	〃 〃	〃 10, '79.	
12	Gauthier, Wilbrod	53	〃 〃	〃 10, '79.	President Committee..
13	Dufresne, Georges	57	〃 〃	〃 10, '80.	
14	Arcand, Norbert	53	Champlain, P.Q	〃 10, '80.	Member of Committee.
15	Bouillé, Tancrède	52	Deschambault, P.Q	〃 11, '80.	
16	Arcand, Nestor	50	〃 〃	Feb. 20, '84.	
17	Dussault, G. Jos	50	〃 〃	〃 20, '84.	
*18	Bellisle, Néré	55	〃 〃	May 20, '87.	
19	Raymond, Wilfrid	51	〃 〃	Apl. 20, '88.	Member of Committee.
20	Hurteau, Joseph P	46	26 Duluth St., Montreal	Mar. 20, '89.	
21	Perrault, Edouard	57	Deschambault, P.Q	〃 20, '89.	
22	Bouillé, C. Lydéric	49	Three-Rivers, P.Q	〃 20, '89.	
23	Dussault, Honoré	53	Ste. Pétronille, P.Q	July 16, '89.	
24	Brière, Arthur	49	Portneuf, P.Q	Apl. 28, '91.	
25	Perrault, Alexis	44	Deschambault, P.Q	〃 28, '91.	
26	Dufresne, Côme	46	〃 〃	June 23, '91.	
27	Nadeau, J. B	47	Lévis, P.Q	Apl. 11, '93.	
28	Naud, Aubert	53	Deschambault, P.Q	July 11, '93.	
29	Dussault, Napoléon	44	〃 〃	April 3, '94.	Secretary Committee..
30	Arcand, Barthélemi	44	〃 〃	〃 3, '94.	
31	Bellisle, Prudent	44	〃 〃	〃 3, '94.	
32	Arcand, Georges	42	〃 〃	〃 3, '94.	
33	Toupin, Constant	40	Three-Rivers, P.Q	〃 3, '94.	
34	Perrault, Georges	41	Deschambault, P.Q	Sept. 11, '94.	
35	Bouillé, Narcisse	47	〃 〃	Oct. 9, '94.	
36	Leveillé, Joseph	43	Batiscan, P.Q	June 18, '95.	
37	Perron, Séverre	48	993 St. André St , Montreal.	Apl. 14, '96.	
38	Anger, Albéric	32	Ste. Anne de la Pérade	Mar. 14, '98.	
39	Belisle, Arthur	44	Deschambault, P.Q	Sept. 20, '98.	
40	Hamelin, G. Théodule	32	Grondines, P.Q	〃 20 ,'98.	
41	Perrault, Amthyme	38	Deschambault, P.Q	May 1, 1900.	
42	Raymond, J. N	37	〃 〃	Oct. 4, 1900.	
43	Bourassa, J. H	29	Lévis, P.Q	Apl. 16, '01.	
44	Pleau, J Edouard	36	Batiscan, P.Q	July 25, '01.	
45	Paquin, E. Azarias	34	9 Marché Finlay, Québec	June 13, '02.	
46	Labranche, J. Melville	32	Portneuf, P.Q	〃 13, '02.	
47	Paquet, Damien	32	Grondines, P.Q	Feb. 4, '03.	
48	Gariépy, J. Arthur	28	Deschambault, P.Q	Apl. 20, '03.	
49	Gagnon, Albert	30	Three-Rivers	Nov. 30, '03.	
50	Frenette, J. Oswald	30	Portneuf, P.Q	Mar. 26, '06.	
51	Hamelin, Chs. B	26	Champlain, P.Q	June 8, '06.	
52	Perron, Tancrède	26	Deschambault, P.Q	Dec. 1, '06.	

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* No. 5. St. Amant, Alfred, was superannuated on the 1st day of June 1906, and replaced by Chs. B.
* No. 18. Bellisle, Néré, was superannuated on the 27th day of November 1906, and replaced by

MONTREAL PILOTAGE OFFICE, December 6, 1906.

No. 1.

THE HARBOUR OF QUEBEC.

Quebec, during the year 1906, their age, residence, number of Pilotage, Earnings, Service, or Tour-de-Rôle.

Number of trips to Montreal.		Number of Trips to Intermediate Ports.		Total No. of Trips.	Earnings to Montreal.	Earnings to intermediate Ports.	Total Earnings.	Employed on Special Service or Tour-de-Rôle.
					$ cts.	$ cts.	$ cts.	
5	3	......	1	9	249 59	18 75	268 34	Tour-de-Rôle.
15	15	. .	......	30	1,740 13	....	1,740 13	C.P.R. Atlantic.
... .	15	. . .	3	18	404 10	66 94	471 04	Tour-de-Rôle.
3	4	2	2	11	288 98	119 00	407 98	"
1	1	... .	......	2	79 80	....	79 80	"
19	21	....	......	40	2,251 46	....	2,251 46	Donaldson Line.
23	22	.....	......	45	2,421 17	....	2,421 17	" "
15	15	.. .	1	31	1,745 51	45 79	1,791 30	C.P.R. Atlantic.
16	16	.....	.....	32	1,842 42	....	1,842 42	" "
25	21	....	...	46	2,753 35	....	2,753 35	Allan Line.
24	24	1	1	50	2,554 42	75 26	2,629 48	Dominion Coal Co.
25	22	......	......	47	2,799 19	....	2,799 19	Allan Line.
16	16	.....	......	32	986 67	....	986 67	Quebec SS. Co.
25	25	....	.... .	50	2,596 34	....	2,596 34	Dominion Coal Co.
21	23	....	......	44	2,524 95	... .	2,524 95	Allan Line.
19	20	......	... .	39	1,440 34	....	1,440 34	Acadia Coal Co.
21	21	......	.....	42	1,908 77	....	1,908 77	Dominion Coal Co.
1	2	3	4	10	121 67	191 26	312 93	Tour-de-Rôle.
17	16	.....	... ..	33	1,860 75	....	1,860 75	Thomson Line.
20	19	2	1	42	1,843 11	95 51	1,938 62	Dominion Coal Co.
13	12	......	1	26	1,294 06	36 75	1,330 81	Manchester Line.
15	15	... .	2	32	1,719 60	76 42	1,796 92	C.P.R. Atlantic.
9	7	....	2	18	659 29	64 32	723 61	Manchester Line.
17	19	1	7	44	1,659 43	292 02	1,951 45	Head Line.
12	12	.....	1	25	1,340 06	33 75	1,373 81	Dominion Line.
13	19	1	1	34	1,261 51	69 04	1,330 55	Hamburg L. & T.d.-Rôle
3	3	3	4	13	240 38	199 01	439 39	Tour-de-Rôle.
19	25	.. .	......	44	2,381 11	... .	2,381 11	Allan Line.
18	17	......	......	35	1,923 94	....	1,923 94	Thomson Line.
18	15	.....	.....	33	1,239 41	....	1,239 41	Intercolonial Coal Co.
20	19	2	2	43	1,745 67	111 32	1,856 99	Dominion Coal Co.
11	11	.. .	2	24	1,135 33	83 13	1,218 46	Furness Withy & Co.
19	17	1	1	38	1,587 39	64 75	1,652 14	Elder Dempster & Co.
15	16	......	......	31	1,844 02	.. ..	1,844 02	Leyland Line.
4	3	1	1	9	257 14	72 63	349 77	Tour-de-Rôle.
17	16	.. . .	......	33	1,767 06	....	1,767 06	Thomson Line.
18	18	3	3	42	1,662 18	173 14	1,835 32	Dominion Coal Co.
15	17	... .	......	32	1,914 47	.. ..	1,914 47	Dominion Line.
19	16	2	4	41	1,271 11	195 02	1,466 13	F. A. Routh & Co.
17	17	3	3	40	1,598 05	180 55	1,778 60	Dominion Coal Co.
14	12	.....	.....	26	1,563 40	....	1,563 40	Dominion Line.
3	4	2	3	12	284 51	142 46	426 97	Tour-de-Rôle.
21	21	....	.... .	42	1,959 56	... .	1,959 56	Dominion Coal Co.
2	....	2	2	6	72 09	95 00	167 09	Tour-de-Rôle.
32	24	1	2	59	2,130 04	112 67	2,242 71	F. A. Routh & Co.
5	4	......	......	9	315 16	....	315 16	Tour-de-Rôle.
4	4	......	... .	8	279 09	....	279 09	"
20	18	1	1	40	1,827 80	60 82	1,888 62	Dominion Coal Co.
8	7	3	2	20	597 46	134 55	732 01	Inverness Ry. & Coal Co.
17	18	2	. . .	37	1,374 02	46 22	1,420 24	Dominion Coal Co.
4	5	......	2	11	287 67	63 88	351 55	Tour-de-Rôle.
....	....	....	... ..	... ...	....	....	....	
					71,624 53	2,919 96	74,544 49	

Hamelin.
Tancrède Perron.

JAMES J. RILEY, *Superintendent of Pilots.*

Names of the ten selected apprentice pilots, and summary of their work during the season now closed :

1. Charles B. Hamelin, made 11 trips, and then branched.
2. Tancrède Perron " 54 " "
3. Delavoie Frenette " 40 "
4. Fortunat Hamelin " 58 "
5. Cyriac Gauthier " 23 "
6. J. B. Angers " 9 "
7. Alfred Angers, resigned August 25, 1906.
8. David J. Perrault, made 26 trips.
9. Laurent J. Gauthier, dismissed June 5, 1906.
10. F. X. Rivard, made 32 trips.
11. Joseph Mayrand, promoted June 8, 1906.
12. Napoléon Lachance, promoted November 12, 1906.
13. Henri Bouillé, promoted November 15, 1906.

Names of ordinary apprentice pilots :

1. Théode Perron.
2. Bona Dussault.
3. Jos. Arthur Arcand.
4. Anthyme Boudreau.
5. Arthur Brière.
6. Napoléon de Villers.
7. Armand Marchand.
8. Achille Gosselin.
9. Donat Paquette.
10. Edmond Lacroix.
11. Philibert de Lachevrotière.
12. Thomas Houde.
13. Cyprien Marchand.
14. Ludovic Lacouture.
15. Emilien Naud.
16. G. Perrault.

MONTREAL DECAYED PILOTS FUND.

LIST of Pensioners, Amounts payable each Quarter.

No.	Name.	Residence.	Amount
			$ cts.
1	Heirs Louis Bellisle, care of Néré Bellisle, tutor	Deschambault, P.Q.	37 33
2	Widow David L. Bouille	"	29 33
3	" Athanase Dufresne	"	37 33
4	" Victor Gagnon	Champlain, P.Q.	37 33
5	" Alexis Gauthier	Deschambault, P.Q.	32 00
6	" Octave J. Hamelin	"	37 33
7	" Joseph Léveillé	Hospice Auclair, Montreal	37 33
8	" Adolphe Lise	16 Drummond St., Montreal.	37 33
9	" David Mathieu	Grondines, P.Q.	32 00
10	" Edouard Naud	Sorel, P.Q.	32 00
11	" Jean Nault	Deschambault, P.Q.	32 00
12	" Elzéard Bellisle	"	37 33
13	" Zéphirin Bouille	"	37 33
14	" Cyrille Belisle	Lachevrotière Station, P.Q.	29 33
15	" Joseph Pleau	Ste. Anne de la Pérade, P.Q.	37 33
16	" Joseph Toupin	Champlain, P.Q.	32 00
17	Heirs Josaphat Sauvageau, care of F. X. Gauthier, tutor	Deschambault, P.Q.	29 33
18	Deceased pilot, Jean Arcand	"	75 00
19	" Cyrille Belisle	"	75 00
20	" L. A. Bouille	"	75 00
21	" Philippe Bélanger	Lotbinière, P.Q.	75 00
22	" Joseph Chandonnet	Lévis, P.Q.	75 00
23	" François Desjordy	Lavaltrie, P.Q.	75 00
24	" Pierre Gagnon	Three Rivers, P.Q.	75 00
25	" Louis Mayrand	Ste. Anne de la Pérade, P.Q.	75 00
26	" Augustin Naud	Deschambault, P.Q.	75 00
27	" Liboire Perrault	"	75 00
28	" Trefflé Toupin	Lac Bouchette, P.Q.	75 00
29	" Alfred Frenette	Portneuf, P.Q.	75 00
30	" Gedeon Groleau	Grondines, P.Q.	75 00
31	" Alfred St. Amant	Deschambault, P.Q.	75 00
32	" *Néré Bellisle	"	75 00

Number of vessels reported to this office	820
Total tonnage of these vessels	1,977,534
The number of masters and crews was	43,456
Number of passengers brought	63,722

APPENDIX 25

REPORT OF THE PILOTAGE AUTHORITY OF MIRAMICHI, N. B., FOR THE YEAR ENDING DECEMBER 31, 1906.

NEWCASTLE, MIRAMICHI, N. B., January 3, 1907.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to hand you herewith the pilotage returns for the district of Miramichi, N. B., for the year ending December 31, 1906.

I am, sir, your obedient servant,

BYRON N. CALL,
Secretary-Treasurer to Pilot Commissioners.

PILOTAGE RETURNS for the Pilotage District of Miramichi, N.B., for the year ended December 31, 1906.

Class of Vessel.	No. of Vessels.	Total.
Vesssels reported inward—		
British steamers	48	
" sailing vessels	15	
Foreign steamers	23	
" sailing vessels	39	
		125
Vessels reported outward—		
British steamers	47	
" sailing vessels	17	
Foreign steamers	23	
" sailing vessels	39	
		126
Vessels removed—		
British steamers	21	
" sailing vessels	2	
Foreign steamers	8	
" sailing vessels	21	
		52

B. N. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE RETURNS for the Pilotage District of Miramichi, N.B., for the year ended December 31, 1906.

Class of Vessel.	Amount.	Total.
	$ cts.	$ cts.
Total amount of pilotage inward—		
British steamers	2,588 13	
" sailing vessels	319 51	
Foreign steamers	1,108 67	
" sailing vessels	1,045 73	
		5,062 04
Total amount of pilotage outward—		
British steamers	2,792 92	
" sailing vessels	430 00	
Foreign steamers	1,087 70	
" sailing vessels	1,341 25	
		5,651 87
Total amount of removals—		
British steamers	152 00	
" sailing vessels	10 00	
Foreign steamers	106 46	
" sailing vessels	173 25	
		441 71
		11,155 62

B. N. CALL,
Secretary-Treasurer to Pilotage Commissioners.

RATES of Pilotage chargeable at Miramichi, N.B., on all vessels, British and Foreign, year ended December 31, 1906.

When inward bound	$2.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	2c. per reg. ton.
When outward bound	$2 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	2c. per reg. ton.
For the removal and mooring of vessels over 300 tons	$4.
And where the distance of removal exceeds four miles, fifty per cent additional on the above rates.	
Removals within a distance of one mile are not compulsory, but when pilots are requested by masters to perform this service, the charge is	$4.
Steam tug-boats towing one or more barges with cargo inwards, may depart outwards, after having paid full pilotage for the tug and barges inward, without paying any outward pilotage except on the tug.	

NATIONALITIES of Vessels piloted Inwards during the year 1906

	No.		No.
American	4	German	2
British	63	Norwegian	37
Danish	2	Swedish	7
Dutch	1	Russian	9
			125

B. N. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE RETURNS for the Pilotage District of Miramichi, N.B., year ended December 31, 1906.

No.	Names of Pilots.	Age.	For what Service.
2	Louis Jimmo	53	Full license.
6	Francis Martin	73	"
7	Maxime Martin	62	"
10	Alexander Wilson	61	"
11	Robert J. Walls	56	"
22	William Walls, sr	53	"
26	John McCallum	55	"
27	James Nowlan	56	"
29	George Sutton	56	"
30	James A. Nowlan	52	"
31	George T. Tait	50	"
32	Joseph Jimmo	52	"
33	James McCallum	63	"
35	John Martin	48	"
36	Asa Walls	48	"
37	William Walls, jr	50	"
38	John Nowlan	51	"
41	Michael J. Jimmo	40	"
42	George M. Nolan	51	"
43	Christopher C. McLean	60	"
44	George Savoy	63	"

LIST of Pilot Boats Licensed.

No.	Name.	Tonnage.	Name of Captain.	First Licensed.
15	*Princess Louise*	20·85	Asa Walls	May, 1879
16	*Senator Snowball*	30·95	Jas. A. Nowlan	" 1897
17	*Mabel*	22·00	George Savoy	" 1900

B. N. CALL,
Secretary-Treasurer to Pilotage Commissioners.

THE Miramichi Pilots, in account with B. N. Call, Secretary-Treasurer.

1906.	Dr.		$ cts.
June 7..	To paid J. A. McMillan, St. John, for record book		6 25
" 7..	Cost of bank draft for above remittance		0 10
" 7..	Express charges on record book		0 40
" 18..	Jas. A. Nowlan, fitting out sch. *Senator Snowball*		57 50
" 18..	Owners tug *St. Andrew*, taking light-ship to station		15 00
" 18..	J. Fred Benson, printing pilot reports		2 00
" 18..	J. B. Snowball Co., account sch. *Princess Louise*		8 98
" 18..	J. B. Snowball Co., account sch. *Senator Snowball*		18 99
July 18..	Asa Walls account sch. *Princess Louise*		40 60
" 18..	J. B. Snowball Co., account sch. *Princess Louise*		6 83
" 18..	Robt. J. Walls, repairing buoys		38 57
Aug. 18..	V. A. Danville, amount of J. J. Yorston's account, Pictou		28 33
" 18..	Asa Walls, sails for sch. *Princess Louise*		114 50
" 18..	George Stothart, account sch. *Princess Louise*		13 55
Sept. 18..	George P. Searle, rent of pilot's office to April, 1907		24 00
" 18..	Miramichi Steam Navigation Co., tickets		3 75
Oct. 18..	Alexander Martin, pension for the year 1906		75 00
" 18..	Robt. J. Walls, expenses, horse-hire, telegrams, &c.		3 85
" 18..	Michael Bransfield, half pilotage inward of barque *Vikar*, per R. J. Walls.		14 62
" 18..	D. Doyle, taking pilot J. A. Nowlan to Chatham		1 25
Nov. 17..	J. B. Snowball Co., account sch. *Senator Snowball*		1 77
" 17..	J. B. Snowball Co., account sch. *Princess Louise*		2 00
" 17..	Edw. Burke, account *Princess Louise*, $1.75. and *Senator Snowball* $4.60..		6 35
" 17..	A. C. McLean, account sch. *Senator Snowball*		4 83
" 17..	A. C. McLean, account sch. *Prineees Louise*		12 82
" 17..	W. S. Loggie Co., account sch. *Princess Louise*		16 20
" 17..	W. S. Loggie Co.. account sch. *Senator Snowball*		42 19
" 24..	E. Johnson, stationery for pilots' office		1 93
" 24..	Jno. McDonald & Co., lumber		2 33
" 24..	Owners tug *St. Andrew* bringing light-ship from station		15 00
" 24..	Wm. Walls, jr., passage from Escuminac		3 00
" 24..	John Martin's, passage from Escuminac		3 00
" 26..	Robt. J. Walls, cleaning pilots' office		2 00
" 26..	A. & R. oggie, rent of warehouse for 1906		10 00
Dec. 4..	Anslow Brothers, account printing forms		1 25
" 4..	'North Shore Leader,' account printing, forms		1 50
" 4..	Secretary-Treasurer, for postage, stationery, &c		3 60
" 4..	B. N. Call, services as Secretary-Treasurer, commission on $11,789.62 at 3 per cent		353 69
" 4..	Seventeen pilots, $8,709.97, and four pilots, $2,122.12		10,832 09
			$11,789 62
1906.	Cr.		
Dec. 4..	By amount of pilotage collected inwards	$ 5,062 04	
" 4..	" " " outwards	5,651 87	
" 4..	" removals collected	441 71	
" 4..	" earnings outside collected	634 00	
			$11,789 62

B. N. CALL,
Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER, *Chairman.*

APPENDIX 26

REPORT OF THE PILOTAGE AUTHORITY OF RESTIGOUCHE, N. B., FOR THE YEAR ENDING DECEMBER 31, 1906.

Campbellton, N. B., January 11, 1907.

F. Gourdeau, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to hand you herewith the report of the pilotage commissioners for the district of Restigouche for season ending December 31, 1906, duly signed by the chairman and myself.

Your obedient servant,

FRANK S. BLAIR,
Secretary-Treasurer.

BALANCE SHEET OF THE SECRETARY TREASURER OF THE PILOTAGE COMMISSIONERS, YEAR ENDING DECEMBER 31, 1906.

Assets.		
Bank of New Brunswick	$ 73 28	
Ed. Esliger, Comm. Dredge	36 00	
Liabilities.		
F. S. Blair, balance due		$ 16 45
Pilotage fund		92 83
	$109 28	$109 28

F. S. BLAIR
Secretary-Treasurer.

Campbellton, N. B., December 31, 1906.

DALHOUSIE.

Pilots.	Tons.	Amount Due.	Commission.
		$ cts.	$ cts,
D. C. McNeill	2,351	81 00	2 43
John McNeill	2,361	98 50	2 96
Wm. Donohue	139	6 00	0 24
Robert McNeill	633	33 50	1 00
N. Neilson	8,299	321 97	9 67
Ed. Esliger	1,023	19 00	0 57
Jos. Esliger	1,735	67 00	2 01
Total vessels, 17	16,541	628 97	18 88

RIVER LOUISION.

Pilots.	Tons.	Amount Due.	Commission.
		$ cts.	$ cts.
N. Neilson	1,507	66 00	1 98
Ed. Esliger	761	50 00	1 49
R. McNeill	3.301	143 98	4 34
J. McNeill	998	41 50	1 25
Jos. Esliger	236	22 50	0 68
Commissioners	174	12 00	0 36
Total vessels, 11	6,997	335 98	10 10

CAMPBELLTON.

N. Neilson	22,539	1,534 04	46 02
John McNeill	12,221	822 45	24 67
Wm. Donohue	6,069	434 79	13 04
Ed. Esliger	5,223	434 40	13 03
D. C. McNeill	692	66 50	1 99
Total vessels, 53	46,744	3,292 18	99 75

RECAPITULATION.

Port.	Number of Ships.	Total Tonnage.	Total Dues.	Commission.
			$ cts.	$ cts.
Campbellton	53	48,744	3,292 18	98 75
Dalhousie	17	16,541	628 97	18 88
River Louision	11	6,997	335 98	10 10
Totals	81	70,282	4,257 13	127 73

INDIVIDUAL EARNINGS OF PILOTS.

Age.	Pilot.	Gross Amount.	Commission.
		$ cts.	$ cts.
41	Ed. Esliger	503 40	16 09
32	N. Neilson	1,922 01	57 67
50	Jos. Esliger	89 50	2 69
27	John McNeill	962 45	28 88
65	Robt. McNeill	177 48	5 34
39	Wm. Donohue	442 79	13 28
30	D. C. McNeill	147 50	4 42
....	Commissioners	12 00	0 36
		4,257 13	128 73

Wm. Currie,
Chairman.

FRANK S. BLAIR,
Secretary-Treasurer.

Campbellton, N.B., December 31, 1906.

APPENDIX 27

REPORT OF THE PORT WARDEN AT MONTREAL FOR THE YEAR ENDING DECEMBER 31, 1906.

MONTREAL, January 7, 1907.

Honourable L. P. BRODEUR,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour by direction of the council of this board and in compliance with section 31 of the Act governing the Port Warden's office, 45 Vic., chap. 45, to transmit herewith documents as follows :—

1. Port Warden's annual report for the year 1906.
2. Audited statement of receipts and expenditures of the Port Warden's office for the year ending December 31, 1906.
3. Statement of investments of Port Warden, surplus funds.

I have the honour to be, sir, your obedient servant.

GEO. HADRILL, *Secretary.*

MONTREAL, December 31, 1906.

To the President and Council
of the Montreal Board of Trade,
City.

GENTLEMEN,—I have the honour to submit the annual report of the business of this office, with the statements of exports, receipts and expenditure for the year 1906.

Navigation opened this season by the arrival of the steamships *Campana* and *Polino* at noon April 20.

The first ocean vessel to arrive was the Donaldson Line ss. *Marina* from Glasgow at 3 p.m., April 28, followed by the ss. *Montfort* at 4 p m. same day.

The first sailing vessel to arrive was the Russian barque *Waltikka* from Luderits bay, South Africa, in ballast. She loaded lumber for Monte Video. There were only two oversea or foreign-going sailing vessels in port this season, this trade is rapidly becoming extinct.

The Strait of Belle Isle was reported open and clear of ice the first week in June, which is unusually early. The ss. *Manchester Shipper* reported, passing out at Belle Isle on June 9. The telegraphic communication with Belle Isle is becoming more important and advantageous each season.

The last ocean vessel to sail hence this season was the Elder Dempster Co's. ss. *Dagama*, which brought a cargo of southern pine and left port on December 2 at 10 a.m., getting safely through to Quebec the next day.

The improvements in the buoying, lighting, and deepening of the ship channel are steadily and satisfactorily progressing. Vessels are now able to come up at any hour of the night, in clear weather, and we are informed that there is not less than 30 feet of water at the lowest state of the river in any part of the ship channel between Montreal and Bastiscan. Permanent lighthouse piers, to replace the light-ships in Lake St. Peter, and new permanent ranges throughout the ship channel between this port and Quebec are of great advantage to the safe navigation of the river.

There has been no mishap to any vessel in the river between this port and Quebec, this season, that can be attributed to the ship channel. The ss. *Athenia*, owing to a sudden snow squall, went aground near Cap la Roche, was quickly floated and resumed her voyage.

There have been but few accidents of any kind in the St. Lawrence trade this season, the grounding of the Montreal Trade s, the ss. *Mystic* and ss. *Kensington*, being the only mishaps of a serious nature.

Three hundred and ninety-six oversea or foreign going vessels of all kinds were entered at this office with a tonnage of 1,361,418 tons, against three hundred and seventy-eight vessels and 1,303,490 tons in 1905, an increase of eighteen vessels and 57,928 tons, compared with last season.

The business to the lower ports this season consisted of—Entered, three hundred and seventy-six vessels of all classes with a tonnage of 590,935 tons, against three hundred and seventy-two vessels of 572,401 tons, an increase of four vessels and 18,534 tons.

The total importation of coal *via* the St. Lawrence river this season was 1,615,654 tons, against 1,448,780 tons in 1905, an increase of 166,874 tons.

The shipments of various kinds for the past season manifested and reported at this office, are, as per attached statement.

All of which is respectfully submitted.

ARCHIBALD REID,
Port Warden.

STATEMENT of the Investments of the Surplus Funds of the Port Warden's Office at Montreal, and of interest accruing therefrom during the year ended December 31, 1906.

Date.	—	Amount.	Per cent for 12 months.	Interest.
		$ cts.		$ cts.
Feb. 16, 1880..	Expended $2,380.34 in purchase of Dominion Government stock..............	2,300 00	3½	80 50
Aug. 16, 1880..	Expended $7,284.11 in purchase of city of Montreal registered stock......	7,000 00	5	350 00
Feb. 18, 1884..	Expended $5,031.34 in purchase of city of Montreal registered stock (Coupon bonds Nos. 1720 to 1724 inclusive for $1,000 each)...............	5,000 00	4	200 00
March 14, 1887..	Expended $10,320.75 in purchase of city of Montreal consolidated fund stock.....	10,000 00	4	400 00
Jan. 6, 1906..	Expended $10,000 in purchase of Montreal harbour bonds......................	10,000 00	4	200 00
	Loans to Montreal Board of Trade building-fund...	70,000 00	4	2,800 00
	Total investments.....	104,300 00		4,030 50

C. B. ESDAILE,
Treasurer, Montreal Board of Trade.

GEO. HADRILL,
Secretary, Montreal Board of Trade.

MONTREAL, January 5, 1907.

PORT WARDEN'S OFFICE.

Statement of Revenue and Expenditures for the year ending December 31, 1906.

1905.	Dr.	$ cts.	$ cts.	1906.	Cr.	$ cts.	$ cts.
Dec. 31	To balance in bank	14,281 03		Dec. 31	By Paid salaries, &c.—		
" 31	To cash in Port Warden's hands	92 90			Archibald Reid, port warden	3,000 00	
			14,373 93		Jas. N. Bales, deputy port warden	2,200 00	
" 31	To outstanding accounts, 1905	....	28 11		W. J. Anderson, book-keeper	1,800 00	
1906.					H. C. Lane, clerk	840 00	
Dec. 31	To revenue derived as under—				J. H. Findlay, junior clerk	224 00	
	14,530,617 bus. wheat.				J. A. Vibert, allowance—	300 00	
	108,583 " buckwheat.				Superannuation allowance.		
	144,547 " peas.				Archibald Reid, port warden	300 00	
	913,634 " barley.				Jas. N. Bales, deputy port warden	200 00	
	134,314 " rye.				W. J. Anderson, bookkeeper	200 00	
	3,112,624 " oats.				J. A. Vibert	179 94	
	4,464,268 " corn.				Board of Trade Secretarial expenses	1,000 00	
	2,939,442 " flax seed.				Rent, fuel and taxes	312 58	
	18,803 tons oil cake.				Telephones, light, cleaning office, &c.	235 07	
	10,815 " minerals.				Lloyds register and shipping papers	36 70	
	536 brls. ashes.				Books, printing and stationery	63 10	
	830,220 " flour and meal.				Cab and car fares	25 50	
	380,472 " apples.	951 21			Miscellaneous expenses	32 01	
	128,875 head oxen and horses	1,288 75			Alf. W. Hadrill, auditor	100 00	
	11,096 " sheep	27 73					11,048 90
	269,988 tons sundries	5,399 76			Treasurer Board of Trade for investment	....	10,000 00
	35,451 " hay	709 02			Bad accounts written off	....	1 36
	141,673,081 feet sawn lumber	768 36			Outstanding accounts, 1906	....	6 24
	To Port Warden's fees (inwards)	186 50			Balance cash in bank	9,046 45	
	" " (outwards)	2,172 00			Cash in port warden's hands	74 67	
	To special surveys	123 00					
	Damaged cargo certificates	113 00					
			11,679 33				
	Interest bank account	65 75					
	Treasurer Board of Trade, interest on investments	4,030 50					
			4,096 25				9,121 12
1907.							
			30,177 62				30,177 62
Jan. 1	Balance	9,121 12					

ARCHIBALD REID, *Port Warden.*
MONTREAL, January 2, 1907.

Audited and found correct.
ALF. W. HADRILL, *Auditor.*

COMPARATIVE Statement of Shipments, 1905 and 1906, as per manifests reported at the Port Warden's Office.

Description.		1905.	1906.	1906.	
				Increase.	Decrease.
Wheat	Bush.	10,320,211	14,530,617	4,210,406	
Buckwheat	″	66,965	108,583	41,618	
Peas	″	69,563	144,547	74,984	
Barley	″	2,318,584	913,634	....	1,404,950
Rye	″	121,021	134,314	13,293	
Oats	″	2,706,194	3,112,624	406,430	
Corn	″	5,893,185	4,465,268	....	1,427,917
Flaxseed	″	269,453	2,939,442	2,669,989	
Total		21,765,176	26,349,029	7,416,720 2,832,867	2,832,867
Total increase for the year 1906		....	....	4,583,853	
Flour and meal	Brls.	684,255	830,220	145,965	
Ashes	″	827	536	....	291
Apples	″	545,420	380,472	....	164,948
Cheese	Boxes.	2,113,832	2,223,944	110,112	
Butter	Pkges.	554,178	356,065	....	198,113
Eggs	″	78,564	66,439	....	12,125
Boxmeats	″	425,298	297,563	....	127,735
Lard	″	589,616	475,128	....	114,488
Pulp	Tons.	11,297	9,175	....	2,122
Paper	″	18,052	14,443	....	3,609
Sundries	″	72,536	55,850	....	16,686
Hay	″	37,152	35,451	....	1,701
Oilcake	″	13,498	18,803	5,305	
Minerals	″	22,376	10,815	....	11,561
Dried grains	″	112	....	....	112
Lumber	Ft.B.M.	148,649,976	141,673,081	....	6,976,895
Cattle	Head.	118,167	128,233	10,066	
Horses	″	678	642	....	36
Sheep	″	20,902	11,096	....	9,806

STATEMENT of Oversea or Foreign-going Vessels.

Description.	1905.		1906.	
	No.	Tons.	No.	Tons.
Steamers	373	1,300,291	394	1,360,279
Barques	4	2,950	2	1,139
Brigs and schooners	1	249	....	....
	378	1,303,490	396	1,361,418

Increase of 18 vessels and 57,928 tons.

STATEMENT of Lower Port Arrivals.

Description.	1905,		1906.	
	No.	Tons.	No.	Tons.
Steamers	351	570,297	356	588,620
Brigs and schooners	21	2,104	20	2,315
	372	572,401	376	590,935

Increase of 4 vessels and 18,534 tons.

CLEARANCES for Lower Ports.

Description.	1905.		1906.	
	No.	Tons.	No.	Tons.
Steamers	80	62,208	82	60,790
Brigs and schooners	20	2,039	19	2,177
	100	64,247	101	62,967

Increase of 1 vessel and decrease of 1,280 tons.

Revenue, 1905	$ 13,163 89
" 1906	11,679 33
Decrease	$ 1,484 56

ARCHIBALD REID,
Port Warden.

APPENDIX 28

REPORT OF THE PORT WARDEN AT QUEBEC FOR THE YEAR ENDING DECEMBER 31, 1906.

PORT WARDEN'S OFFICE, QUEBEC, December, 1906.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As requested by the 30th section of the Port Warden Rules, I beg respectfully to submit the following annual statement of the business transacted in this office during the year ending December 31, 1906, as follows:—

Fifty-four steamers were surveyed for clearance outward, after taking part cargo on board at this port, having previously shipped part cargo of grain and other goods at Montreal.

Three steamers were surveyed for clearance outward after having shipped full cargo of grain and other goods at this port.

Twenty-one steamers and three sailing vessels were surveyed, their hatches opened and cargo examined, on their arrival from sea.

Four steamers were surveyed on account of grounding and stranding in the River St. Lawrence below and above Quebec.

One steamer and two barges were surveyed on account of collision damages.

Two steamers were surveyed, and their value estimated, for general average purpose.

Sixteen surveys were held on damaged goods in stores and on wharf.

The receipts and disbursements of this office, were as follows:—

Receipts from all sources	$716 00
Expenses	464 00
Balance net receipts	$252 00

Besides the above, there were several vessels damaged by stranding and otherwise that did not come under the Port Warden Rules.

Two steamers took live stock at Quebec during the season, amounting in all to 861 cattle; on which, if fees had been collected as in former years, would have amounted to $12.92, as shown by accompanying statement.

I am, your obedient servant.

W. SIMONS, Naval Architect,
Port Warden.

QUEBEC, December, 1906.

RETURN of Cattle shipped at the Port of Quebec, during the season of 1906, with the names of steamers, and amount of fees if collected, as in former years.

Year.	Names of Vessel.	Number of Cattle.	Amount for Cattle.
1906.			$ cts.
Sept. 21....	Virginian....	204	3 06
Oct. 10....	Montreal....	657	9 86
		861	12 92

RECAPITULATION.

Two steamers took 861 cattle from this port............. $12 92
No fees were collected on above cattle.

W. SIMONS,
Acting Inspector of live stock and fittings.

QUEBEC, December, 1906.

APPENDIX 29

REPORT OF THE PORT WARDEN AT HALIFAX, N.S., FOR THE YEAR ENDING DECEMBER 31, 1906.

HALIFAX, N.S., January 1, 1907.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report for the year ending December 31, 1906, accompanied by a statement of the recipts and expenditure during that period.

Surveys have been held on twenty-two steamers and ten sailing vessels which arrived at this port in a damaged condition during the year. The necessary repairs have been made to the vessels; and those of them bound for other ports, with their cargoes, proceeded to their destinations, where all of them, except the schooner *Edwin R. Hunt*, arrived safely.

The United States schooner, *Edwin R. Hunt*, of Bath, Me., put into this port, on October 10, leaky, while on a voyage from St. Ann's, C.B., bound to Philadelphia, Pa., with a cargo of plaster rock. A portion of the cargo was discharged, the vessel placed in the Halifax graving dock and the bottom and topsides were thoroughly caulked. After the repairs were completed, the portion of the cargo that was discharged, was reloaded and the vessel sailed for her destinatian on the morning of November 21. She was spoken on December 13 in the vicinity of Bermuda when the master reported that his chronometer had been broken and that he had difficulty in working out his position. Up to this date the vessel has not arrived at Philadelphia.

I have the honour to be, sir,

Your most obedient servant.

DAVID HUNTER,
Port Warden.

RECEIPTS AND EXPENDITURE of the Port Warden, Halifax, N.S., from January 1 to December 31, 1906.

DR.	$ cts.	CR.	$ cts.
To amount of fees received as port warden	2,227 75	By paid assistants, office expenses, &c.	1,529 97
Fees for inspection of cattle fittings.	17 88	Amount reverting to port warden..	715 66
	2,245 63		2,245 63

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1906.

DAVID HUNTER,
Port Warden.

APPENDIX 30

REPORT OF THE PORT WARDEN AT PICTOU, N.S., FOR THE YEAR ENDING DECEMBER 31, 1906.

PICTOU, N.S., January 2, 1907.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report for the year ending December 31, 1906.

Surveys	SS. *Amethyst*, of Halifax, N.S., Pictou, N.S., May 21..	$ 26 00
"	Schooner *Venture*, May 29, P.E.I.	16 00
"	SS. *Times*, June 11, Norwegian	8 00
"	Schooner *A. Lincoln*, June 15, P.E.I.	8 00
"	" *Stanley McK.*, July 13, P.E.I.	26 00
"	SS. *Unque*, August 8, Norwegian	8 00
"	Barque *Aline*, September 12, French	54 00
"	Schooner *Island City*, October 8, St. John	8 00
"	" *J. B. Martin*, October 16, P.E.I.	8 00
"	SS. *Amelia*, October 26, M. Islands	26 00
"	SS. *Andoni*, Nov. 28, Liverpool	8 00
		$196 00
To expenses for assistance, etc		87 00
For self		109 00

W. C. MUNRO,
Port Warden.

APPENDIX 31

REPORT OF THE PORT WARDEN AT PORT HAWKESBURY FOR THE YEAR ENDING DECEMBER 31, 1906.

Port Hawkesbury,
January 4, 1907.

F. Gourdeau, Esq.
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to submit my annual report of the doings of this office, with a statement of fees collected by me, and also the attendant expenses, during the year ending December 31, 1906.

2 Surveys on schooner *Éventide*	$ 23 00
2 " " *Ceto*	28 00
2 " steamer *Goliah*	28 00
2 " barque *Garfield*	33 00
1 Survey on schooner *Nicanor*	18 06
	$130 00
Paid William Duff, shipwright	25 00
" J. J. Hennesey, master mariner	20 00
" W. H. Paint, Lloyd's agent	15 00
" Nicholas Martin, shipwright	5 06
" Daniel A. Morrison, shipwright	5 00
	$ 70 00
Balance	60 00
	$130 00
Amount reverting to Port Warden	60 00

I hereby certify the above is correct as to the amount collected by me as Port Warden at this port.

I have the honour to be, sir,

Your obedient servant,

D. W. HENESEY,
Port Warden.

Sworn to before me,
William Duff, J.P.

APPENDIX 32

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND FOR THE YEAR ENDING DECEMBER 31, 1906.

Port Warden's Office, P.E. Island,
December 31, 1906.

Sir,—I have the honour to submit my annual report of the business of my office during the past year.

I regret to state that our crops on the island have not been up to the average and therefore few cargoes of grain have been shipped from the island this season.

I have the honour to be sir,

Your obedient servant,

H. P. WELSH.

F. Gourdeau, Esq.,
Marine Department, Ottawa.

Receipts and Expenditure of the Port Warden's Office for Prince Edward Island for year ending December 31, 1906.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1906.	To fees derived from the following—	$ cts.	1906.		$ cts.
	Surveys on hatches	3 00		By expense of office	2 50
	Damaged goods	2 00		Commission to deputies	16 00
	Wrecks	32 00		Balance	21 50
	Other surveys	3 00			
		40 00			40 00

I hereby certify the above to be a correct statement.

H. P. WELSH.

Charlottetown, Dec. 31, 1906.

APPENDIX 33

REPORT OF THE PORT WARDEN AT YARMOUTH, N.S., FOR THE YEAR ENDING DECEMBER 31, 1906.

YARMOUTH, N.S., January 7, 1907.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I now make my report as Port Warden at Yarmouth, N.S., for the year ending December 31, 1906.

I have been called on seventeen times to hold surveys on vessels arriving in distress. The total amount of fees received net $122.50, besides paying for assistance $63.

I remain your obedient servant,

EBEN'R SCOTT,
Port Warden.

Sworn to before me this 7th. Jan. 1907,

EDGAR N. CLEMENTS,
Notary Public, Yarmouth, N.S.

APPENDIX 34

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N. B., FOR THE YEAR ENDING DECEMBER 31, 1906.

Feb. 5.—Surveyed hatches, three-masted schooner *John G. Walter;* found them properly caulked and battened, also cargo in good order under hatches.—Charges, $1.50.

JOHN WREN,
Port Warden.

Feb. 19.—Surveyed hatches on three-masted schooner *Marguerite*, from Boston, with a cargo of phosphate; found them properly caulked and battened, and cargo in good order under hatches.—Charges, $2.

JOHN WREN,
Port Warden.

Feb. 21.—Surveyed hatches three-masted schooner *R. D. Speer* from New York with a cargo of phosphate; found them properly caulked and battened, and cargo in good order under hatches.—Charges, $2.50.

JOHN WREN,
Port Warden.

March 5.—Surveyed hatches three-masted schooner *Child Harold* from Baltimore with a cargo of phosphate; found them properly caulked and battened, and cargo in good order under hatches.—Charges $2.50. Total $8.50.

JOHN WREN,
Port Warden.

Correct statement of all dues collected during the year 1906.—J. W.

APPENDIX 35

REPORT OF THE PORT WARDEN AT ANNAPOLIS FOR THE YEAR ENDING DECEMBER 31, 1906.

Annapolis, N.S., December 31, 1906.

F. Gourdeau, Esq.,
Deputy Minister of Marine and Fisheries.
Ottawa.

Sir,—I have the honor to submit my annual report as port warden of this port for the year ending December 31, 1906.

Amount of fees for three surveys	$ 34 00
Paid for assistance	10 00
Net revenue	$ 24 00

I am, sir,

Your obedient servant,

SIMON W. RILEY,
Port Warden.

APPENDIX 36

REPORT OF THE PORT WARDEN AT SYDNEY, N.S., FOR THE YEAR ENDING DECEMBER 31, 1906.

Sydney, N.S., January 10, 1907.

F. Gourdeau, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—Herewith, I beg to hand you annual report of port warden's record of shipping at International Pier, N.S., for the year ending December 31, 1906.

All of which is respectfully submitted.

Your obedient servant,

NELSON H. TOWNSEND,
Port Warden.

PORT WARDEN'S RECORD OF SHIPPING,

Date.	Vessel's Name.	Master's Name.	Register Tonnage.	Cargo.
1906.				
May 17.	SS. Arcola	Grant	1,651	Deals
" 22.	Benedick	Roberts	1,758	"
" 24.	Magda	Hintske	1,506	"
" 26.	Bangor	Brown	2,201	"
" 26.	Dora	Bennett	1,105	"
" 29.	Bray Head	Pichford	2,020	" and grain
June 5.	Somerford	Henry	1,172	"
" 8.	Boverie	Mathie	2,841	Steel rails
" 12.	Canada Cape	Symons	2,794	General
" 13.	Linewood	Shup	1,079	Pitch
" 13.	Dunmore Head	McFarren	1,458	Deals
July 3.	Chs. Boro	Hille	2,788	"
" 4.	Melville	Jones	2,872	General
" 13	Banana	Purdon	1,801	Coal
" 21.	Bangor	Brown	2,201	Deals
Aug 4.	Turret Crown	Cavanagh	1,141	Steel rails
" 10.	Dahomey	Dutton	1,827	"
" 18.	Wyandotte	Richards	1,712	General
" 21.	Coronel	Olsen	2,668	Deals
" 23.	Turret Crown	Cavanagh	1,141	Rails
" 24.	Fernfield	Smith	2,025	Deals
" 30.	Turret Crown	Hayton	1,326	Steel rails
Sept. 5.	Andansi	Lamont	1,643	Deals
" 5.	Bangor	Brown	2,201	"
" 10	Eastry	Horsfals	1,924	Phosphate
" 11	Salfordia	Shelton,	2,364	"
" 11.	Foo	Tufte	1,582	Steel rails
" 27.	Turret Bell	Cavanagh	1,376	"
Oct. 4.	Correnti	Riss	1,636	Pitch
" 10.	Melville	Jones	2,872	General
" 12.	Egwanga	Gibson	1,614	Deals
" 19.	Puritan	James	2,628	" and grain
" 24.	Laura	Rea	1,804	Grain
" 29.	Bangor	Brown	2,201	Deals
" 31.	Shicklestad	Anelsen	1,116	Steel rails
Nov. 8.	Bergenhus	Kahrs	2,344	"
" 12.	Jamaica	Meyer	426	Deals
" 22.	Shicklested	Axelsen	1,116	Pitch
" 26.	Oriana	Sullivan	2,882	General
" 26.	Nether Holme	Roberts	1,285	Deals
" 29.	Phonix	Larsen	1,376	Lumber, hay, &c
" 30.	Andoni	Hampson	2,034	Deals
Dec. 10.	Degama	Keene	2,245	Coal
	Totals		79,756	

INTERNATIONAL PIER, SYDNEY, N.S.,
December 31, 1906.

INTERNATIONAL PIER, YEAR 1906.

Place from.	Place to.	Draft.				Free Board.		Amount.	
		Forward.		Aft.					
		ft.	in.	ft.	in.	ft.	in.	$	cts.
Pugwash, N. S.	Preston, Eng.	18	8	18	11	4	8½	8	00
West Bay	Cardiff	22	4	22	10	5	9	8	00
Quebec	Waterford	19	5	20	9	9	9½	8	00
Miramichi	Belfast	21	10	22	3	10	3¾	8	00
Les Escoumains, Que	Gt. Yarmouth	17	11	18	0	1	9½	8	00
English Bay	Dublin	21	2	22	6	6	7	8	00
Cape Tormentine, N.B	Manchester	17	2	17	5	3	5	8	00
Sydney, N. S	Seattle, U.S.A.	23	8	24	2	5	6½	8	00
Montreal	Cape Town, S. A.	23	8	23	8	7	10	8	00
Sydney, N. S	Genoa, Italy	Mean draft.				18	9	8	00
Chatham, N. B	Belfast	20	11	21	6	2	3½	8	00
Quebec	London	22	9	22	10	5	9	8	00
Montreal	Cape Town, S. A.	22	0	22	8	7	8½	8	00
Sydney, N. S.	Vera Cruz	22	9	22	9	4	11½	8	00
Miramichi	Belfast	20	7	21	10	10	6½	8	00
Sydney, N. S.	Quebec	17	10	18	6	8	5½	8	00
"	Montreal	18	0	18	0	10	0	8	00
Montreal	Cape Town, S. A.	18	6	19	2	10	7	8	00
Mersoen, T. E	London	Mean draft.				23	6	8	00
Sydney, N. S	Montreal	17	11	18	11	8	5½	8	00
Bathurst, N. B	Manchester	20	6	21	6	8	0½	8	00
Sydney, N. S.	Montreal	18	0	19	11	5	1	8	00
Matane, Que	Buenos Ayres	20	4	20	10	1	11	8	00
Miramichi	Dublin	20	7	21	6	10	6½	8	00
Fernandina	Stettin	22	4	22	4	8	11½	8	00
"	"	22	6	22	4	4	9½	8	00
Sydney, N. S	Montreal	21	0	21	0	21	2	8	00
"	"	20	6	20	6	10	6	8	00
	Genoa, Italy	Mean draft.				22	0	9	00
	Quebec	16	3	18	0	13	0	8	00
Campbellton, N. B.	Cardiff	21	0	21	0	2	5	8	00
Quebec	London	Mean draft.				23	10	8	00
Port Arthur, Texas	Antwerp	19	8	19	8	3	7	8	00
Miramichi	Manchester	20	2	20	5	11	6¾	8	00
Sydney, N. S.	Quebec	Mean draft.				18	8	8	00
"	"	22	0	23	0	5	2	8	00
Chatham, N. B.	Brow Head	Mean draft.				12	0	8	00
Sydney, N. S.	Brindisi	Mean draft.				18	7	8	00
Montreal	Cape Town, S. A.	20	6	22	6	9	11	8	00
Cape Tourmentine, N. B	Brow Head	18	6	18	6	3	8½	8	00
Montreal and Gaspé	Havana	Mean draft.				19	2	8	00
Pugwash, N. J	Manchester	18	3	19	0	8	1½	8	00
Sydney, N. S	Vera Cruz	23	1	24	5	5	8	8	00
								344	00

NELSON H. TOWNSEND,
Port Warden.

APPENDIX 37

REPORT OF THE PORT WARDEN OF NANAIMO, B.C., FOR THE YEAR ENDING DECEMBER 31, 1906.

NANAIMO, B.C., January 2, 1907.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report as port warden, for the port of Nanaimo, and Departure bay.

Amount collected during the year 1906, for surveys on vessels, thirty-six dollars. ($36.00).

I am, sir,

Your obedient servant,

J. L. KNARSTON,
Port Warden.

APPENDIX 38

REPORT OF THE PORT WARDEN AT WESTPORT FOR THE YEAR ENDING DECEMBER 31, 1906.

WESTPORT, January 3, 1907.

One survey on schooner *Shapener Bros.*, stranded on the south-west end of Brier island.

Not seaworthy	$ 10 00
Assistant's fee	5 00
	$ 15 00

I hereby certify this is a true and correct statement of all dues collected by me as port warden for the year 1906.

(Signed) GEO. WELCH,
Port Warden.

In the presence of,
E. C. BOWERS, N.P.

APPENDIX 39

REPORT OF THE PORT WARDEN AT VANCOUVER, B.C., FOR THE YEAR ENDING DECEMBER 31, 1906.

VANCOUVER, B.C., January 6, 1907.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting to you my annual report as port warden of the port of Vancouver, B.C., ending December 31, 1906.

Amount of fees received for surveys of hatches and cargoes, $684.

I have the honour to be, sir,

Your obedient servant,

MALCOLM McLEOD,
Port Warden.

APPEND X 40

REPORT OF THE PORT WARDEN AT NORTH SYDNEY, N.S., FOR THE YEAR ENDING DECEMBER 31, 1906.

NORTH SYDNEY, December 31, 1906.

To the Department of Marine and Fisheries,
Ottawa.

Feb. 11.—	Surveys,	Schooner *Laura Cox*	$ 10 00
Mar. 28.—	"	SS. *Duncan*	10 00
May 28.—	"	Schooner *Agility*	8 00
" 29.—	"	SS. *Bray Head*	10 00
July 23.—	"	SS. *Yanariva*	13 00
" 24.—	"	Schooner *Lewis*	13 00
Oct. 3.—	"	*P. J. Bertram*	13 00
Oct. 5.—	"	SS. *Universe*	16 00
Nov. 6.—	"	SS. *Egholm*	16 00
			$ 109 00

W. H. KELLY,
Port Warden.

APPENDIX 41

REPORT OF THE PORT WARDEN AT VICTORIA, B.C., FOR THE YEAR ENDING DECEMBER 31, 1906.

VICTORIA, B.C., January 7, 1907.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting my report as port warden for the ports of Victoria and Esquimalt, B.C., for the year ending December 31, 1906.

Amount of fees received for surveys on the hatches of 28 vessels	$140 00
Amount received for surveys on cargoes, &c	353 50
Total amount of fees received	$ 493 50

I have the honour to be, sir,

Your obedient servant,

CHAS. E. CLARKE,
Port Warden.

APPENDIX 42

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels during the year ended June 30, 1906.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1905.					$ cts.
4824	July 7	Frank Marshall	Master	Rat Portage, Ont.	Rat Portage, Ont.	15 00
4825	" 7	Samuel Parsons	"	Selkirk, Man.	" "	15 00
4826	" 7	Fred. Wagner	"	Rat Portage, Ont.	" "	15 00
4827	" 7	Archie McKinnon	"	Owen Sound, Ont.	St. Catharines, Ont.	15 00
4828	" 7	Wm. J. Minor	"	Port Colborne, Ont.	" "	15 00
4829	" 7	John McLeod	"	Courtright, Ont.	" "	15 00
4830	" 7	William Smith	Mate	Dartmouth	Halifax, N.S.	6 00
4831	" 7	Frederick L. Corey	"	Gagetown, N.B.	St. John, N.B.	6 00
4832	" 7	Joseph Simard	Master	Roberval, P.Q.	Quebec	15 00
4833	" 7	James McLeod	"	Vancouver, B.C.	Vancouver, B.C.	15 00
4834	" 7	Thomas D. Coldicutt	Mate	New Westminster, B.C.	"	6 00
4835	" 7	Roderick McRitchie	Master	Winnipeg, Man.	Kenora, Ont.	15 00
4836	" 7	William Williams	"	Kenora, Ont.	"	15 00
4837	" 10	John Matheson	"	"	"	15 00
4838	" 10	David F. Wright	"	Bobcaygeon, Ont.	Kingston, Ont.	15 00
4839	" 10	James M. Wright	Mate	" "	"	6 00
4840	" 10	David Ferguson	"	Perth, Ont.	"	6 00
4841	" 10	Andrew Baird	"	Toronto, Ont.	St. Catharines, Ont.	6 00
4842	" 10	Peter Vivlich	Master	Port Guichon.	Vancouver, B.C.	15 00
4843	" 10	Arthur Jefferys	Mate	Brantford, Ont.	St. Catharines, Ont.	6 00
4844	" 11	Louis Marcil	Master	South Lancaster, Ont.	Ottawa, Ont.	15 00
4845	" 14	Joseph Bernier	"	Quebec, P.Q.	Quebec	15 00
4846	" 19	Wilfred Lockhart	"	Hantsport, N.S.	Yarmouth, N.S.	15 00
4847	" 19	Cecil Alfred Whitaker	"	Sechelt, B.C.	Vancouver, B.C.	15 00
4848	" 19	William John Tigett	"	Barrow Bay, Ont.	St. Catharines, Ont.	15 00
4849	" 19	Frank Edgar Smith	Mate	Cape Negro, N.S.	Yarmouth, N.S.	6 00
4850	" 19	Ernest Wills	Master	Pictou, N.S.	Sydney, N.S.	15 00
4851	" 19	Abram W. Peitzsch.	"	Halifax, N.S.	Halifax, N.S.	15 00
4852	" 19	George R. Ferry	Mate	Victoria, B.C.	Victoria, B.C.	6 00
4853	" 19	George Roussel Noice	Master	New Westminster, B.C.	Vancouver, B.C.	15 00
4854	" 19	George Howard Smith	"	Port La Tour, N.S.	Halifax, N.S.	15 00
4855	" 19	Peter Embree	Mate	Port Hawkesbury, N.S.	Sydney, C.B., N.S.	6 50
4856	" 19	Chas. Wm. Rockwell	Master	River Herbert, N.S.	St. John, N.B.	7 00
4857	" 22	Benjamin G. Harper	"	Oak Bay, P.Q.	Campbellton, N.B.	15 00
4858	" 22	Wm. Friday	"	Tamagami, Ont.	Ottawa, Ont.	15 00
4859	" 22	Joseph A. Turner	"	"	"	15 00
4860	" 22	Joseph Neil Perron.	"	"	"	15 00
4861	" 22	Herbert A. Duncan.	"	Marksville, Ont.	St. Catharines. Ont.	15 00
4862	" 22	Cyril J. E. House	"	Vancouver, B.C.	Vancouver, B.C.	15 00
4863	" 22	Robert Brown	"	South Vancouver, B.C.	"	15 00
4864	" 22	Frederick Thos. Roberts.	"	Vancouver, B.C.	"	15 00
4865	" 26	Edwin Learoux Davis	"	Fort Frances, Ont.	Fort Frances, Ont.	15 00
4866	" 26	Jos. Simon Villeneuve	"	Kenora, Ont.	Kenora, Ont.	15 00
4867	" 26	Frederick John Brown	Mate	Vancouver, B.C.	Vancouver, B.C.	6 00
4868	" 27	Simeon Neiforth	Master	Prescott, Ont.	Ottawa, Ont.	15 00
4869	" 27	Charles W. Clark	"	Sturgeon Falls, Ont.	"	15 00
4870	Aug. 2	William Jas. Patience	Mate	Vancouver, B.C.	Vancouver, B.C.	6 00
4871	" 2	Williem Jas. Patience	Master	"	"	15 00
4872	" 2	John Ashley Clark	"	Sturgeon Falls.	Sturgeon Falls.	15 00
4873	" 2	Wm. N. Simpson.	"	Vancouver, B.C.	Vancouver, B.C.	15 00
4874	" 2	Richard Jones	"	"	"	15 00
4875	" 9	Thomas Montgomery	Mate	Victoria, B.C.	Victoria, B.C.	6 00
4876	" 9	Edward Walter Gray	"	"	"	6 00
4877	" 9	Willis Balcom	"	"	"	6 00
4878	" 9	Willis Balcom	Master	"	"	15 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels during the year ended June 30, 1906—*Continued.*

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address	Where Examination was passed.	Fee.
	1905.					$ cts.
4879	Aug. 9	Joshua Kake	Master	Gravenhurst, Ont.	St. Catharines, Ont.	15 00
4880	" 9	James F. Leeder	Mate	Bracebridge, Ont	" "	6 00
4881	" 9	David Reid	Master	Alma, Albert Co., N.B.	St. John, N.B.	15 00
4882	" 22	Andrew McCleod	"	Owen, Sound, Ont	St. Catharines, Ont.	15 00
4883	" 22	Almon Dickson	"	Glace Bay, N.S	Sydney, N.S.	15 00
4884	" 22	James D. Montgomery	Mate	Collingwood, Ont.	St. Catharines, Ont.	6 00
4885	" 22	Cora Hart	"	Cornwall, Ont.	Kingston, Ont.	6 00
4886	" 24	Jos. Edward Masters	Master	Niagara. Ont	St. Catharines, Ont.	15 00
4887	" 24	John Cockle	"	Vancouver, B.C.	Vancouver, B.C.	15 00
4888	" 24	John Cockle	Mate	"	"	6 00
4889	" 24	John Edwin Woodworth	Master	Bear River	St. John, N.B	15 00
4890	Sept. 6	William A. Simpson	Master	Lower Neguac, N.B.	New Bastle, N.B.	15 00
4891	" 6	Joseph Davison Weir	"	Cushing, Que	Ottawa, Ont.	15 00
4892	" 6	Alfred Zetterman	"	Vancouver, B.C	Vancouver, B.C.	15 00
4893	" 6	Ferdinand Simard	"	Ste Anné de Chicoutimi	Quebec.	15 00
4894	" 6	William Page	Mate	Sarnia, Ont.	St. Catharines, Ont.	6 00
4895	" 6	Fredericd Charles Lord	Master	Deer Island, N.B.	St. John, N.B.	15 00
4896	" 6	William Eward Gunn	"	Moncton, N.B	"	15 00
4897	" 16	Hiram Eward Hilton	"	Petite Riviere, N.S.	Halifax, N.S.	15 00
4898	" 16	Charles Simard	"	Grande Baie, P.Q.	Quebec.	15 00
4899	" 16	Wm. L. Gilchrist	"	New Westminster, B.C.	Victoria, B.C	15 00
4900	" 16	Alphonse Hoffman	Mate	Berthier en bas, Que.	Quebec.	6 00
4901	" 19	Herbert Whitaker	Master	Sechelt, B.C	Vancouver, B.C.	15 00
4902	" 19	Charles Roussain	Mate	Point Mamoinse, Ont.	St. Catharines, Ont.	6 00
4903	" 26	Harry Robert Muir	Master	Shelburne, N.S.	Yarmouth, N.S.	15 00
4904	" 27	Douglas Gates	"	Craigmore, Ont.	Barry's Bay, Ont.	15 00
4905	" 27	Flor'ce McCarthy Burns.	"	Temiskaming, Que.	Temiskaming, Que.	15 00
4906	Oct. 2	Arch Joseph Buchanan.	Mate	Windsor, Ont.	Kingston, Ont	6 00
4907	" 2	Saml. Jeremiah Delaney.	"	Prescott, Ont.	"	6 00
4908	" 3	Ferdinand Fecteau	Master	St. Antoine, Que.	Ottawa, Ont.	5 00
4909	" 3	Alphonse Martel	Mate	St. Croix, Que	Quebec.	6 00
4910	" 3	William Ludlow	Master	Vancouver, B.C.	Vancouver, B.C.	15 00
4911	" 3	Robert Barron	Mate	"	"	6 00
4912	" 3	Wm. Thomas Pidcock	Master	Quathiaski Cove, B.C	"	15 00
4913	" 10	Fred. Arthur Nandway.	Mate	Toronto, Ont.	St. Catharines, Ont.	6 00
4914	" 11	George Bergeron	Master	St. Catharines Sag., P.Q	Quebec.	15 00
4915	" 11	Alfred Croucher	"	Port Carling, Ont.	St. Catharines, Ont.	15 00
4916	" 11	Andreas Christinsen	"	Tadousac, Que	Quebec.	15 00
4917	" 11	Earl Alward Hatfield	"	Port Greville, N.S	St. John, N.B.	15 00
4918	" 11	David A. Williams	"	Sault Ste Marie, Ont.	St. Catharines, Ont.	15 00
4919	" 16	James Warner	"	Lisheard, Ont.	Liskeard, Ont.	15 00
4920	" 16	George J. Carter.	"	Sarnia, Ont.	St. Catharines, Ont.	15 00
4921	" 20	Stewart Bain English	Mate	Little Current, Ont.	" "	6 00
4922	" 23	Frederick Paul Hobson	Master	Edmonton, Alta	Edmonton, Alberta	15 00
4923	" 23	Thomas Robinson	"	Kenora, Ont	Kenora, Ont	15 00
	1906.					
4924	Mar. 29	Arthur A. Ganong	Mate	Cedars, K. Co., N.B.	St. John, N.B	6 00
	1905.					
4925	Nov. 3	Luke Mallon	Master	Cardinal, Ont.	Kingston, Ont.	15 00
4926	" 3	Albert Allen	"	Parrsboro, Ont	St. John, N.B.	15 00
4927	" 3	Abraham Heino	"	Vancouver, B.C.	Vancouver, B.C.	15 00
4928	" 3	Onesime Harvey.	"	Granby Bay, Que.	Quebec.	15 00
4929	" 14	Basil Kelly	"	Summerville, P.E.I.	St. John, N.B	15 00
4930	" 15	Simeon Coolen	"	Vancouver, B.C	Vancouver, BC.	15 00
4931	" 15	Simeon Coolen	Mate	"	"	6 00
4932	" 16	George Stanley Harris	Master	Pender Isl'd Sawmill, B.C	"	15 00
4933	" 16	Herbert Lockley Jones	Mate	Victoria, BC.	"	6 00
4934	" 16	Herbert Lockley Jones	Master	"	"	15 00
4935	" 16	Herbert Charles Crabbe.	Mate	Browns Flats, King's Co., N.B.	St. John, N.B	6 00

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels during the year ended June 30, 1906—*Continued.*

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1905.					$ cts.
4936	Nov. 16	Anthony Oliver	Master	Vancouver, B.C	Vancouver, B.C	15 00
4337	" 16	Jos. Lazard Desire Morin	Mate	St. Marcel, P.Q	Quebec	6 00
4938	" 16	Emil Johnson	Master	New Westminster, B.C.	Vancouver, B.C	15 00
4939	" 20	John S. Cooper	"	Wine Harbour, N.S	Sydney, C.B	15 00
4940	" 20	Horatio Bayard McKill.	"	St. John, N.B	St. John, N.B	15 00
4941	Dec. 7	Benjamin Leveque	"	Chicoutimi, P.Q	Quebec	15 00
4942	" 7	Hozanna Labreceque	"	Lanoraie, Que	"	15 00
4943	" 4	Charles O. Wilson	"	Barrington, N S	Yarmouth, N.S	15 00
4944	" 4	William A. Burritt	"	Temagami, Ont	Ottawa, Ont	15 00
4945	" 9	Joseph Ouellette	"	Penetanguishene, Ont.	St. Catharines, Ont.	15 00
4946	" 9	Edmund Kinnie	"	Riverside, A. Co., N.B.	St. John, N.B	15 00
4947	" 9	Alex. Henderson	"	Vancouver, B.C	Vancouver, B.C	15 00
4948	" 11	Wm. Smith	"	Dartmouth, N.S	Halifax, N.S	15 00
4949	" 11	George W. Nass	"	Lunenburg, N.S	Lunenburg, N.S	15 00
4950	" 11	George A. Murley	"	Halifax, N.S	Halifax, N.S	15 00
4951	" 11	John Cecil Larder	"	Chester, N.S	"	15 00
4952	" 13	William Lowe	"	Blind River, Ont	Cutler, Ont	15 00
4853	" 14	Herbert Charles Minett.	"	Muskoka, Ont	St. Catharines, Ont.	15 00
4954	" 22	James Alexander Croll.	"	New Westminster, B.C.	Vancouver, B.C	15 00
4955	" 22	Thomas Montgomery	"	Victoria, B.C	Victoria, B.C	15 00
4956	" 30	Cyrus W. Parks	Master	Parks Creek, N.S	Lunenburg, N.S	15 00
4957	" 30	Caleb Read	"	Rockport, N.B.	St. John, N.B	15 00
4958	" 30	Malcom McInnis	"	Lucknow, Ont	St. Catharines, Ont.	15 00
4959	" 30	George Gilbert Child	Mate	Toronto, Ont	"	6 00
4960	" 30	John Foster	"	Sarnia, Ont.	"	6 00
4961	" 30	E. Percy Shepherd	Master	Riceville, Ont	Ottawa, Ont	15 00
	1906.					
4962	Jan. 4	Joseph A. Toupin	Mate	Montreal, Que	St. Catharines, Ont.	6 00
4963	" 4	David Andrews	Master	Red Bay, Ont	"	15 00
4964	" 9	James Quinn	"	Oakville, Ont	"	15 00
4965	" 10	James Combe	"	Port Robinson, Ont.	"	15 00
4966	" 10	Freeman A. Ley	Mate	Louisburg, C.B	Sydney, C.B	6 00
4967	" 10	Angus Edmund Pink	"	Berriedale, Ont	St. Catharines, Ont.	6 00
4968	" 15	Anthony Campbell	Master	Halifax, N.S	Sydney, Ont	15 00
4969	" 15	Silas H. Ormiston	"	Victoria, B.C	Victoria, B.C	15 00
4970	" 15	Alexander Noble	"	Port Essington, B.C	"	15 00
4971	" 15	John James Moulton	Mate	Pictou, N.S	Sydney, N.S	15 00
4972	" 15	Thos. Henry Boudrot	Master	West Arichat, N.S	"	15 00
4973	" 15	William Cowley	"	Dawson, Y.T	Victoria, B,C	15 00
4974	" 15	William Cowley	"	"	"	15 00
4975	" 15	Donald McPherson	Master	Victoria, B.C	"	7 50
4976	" 15	Mathias Mathiesen	Mate	Ladysmith, B.C	"	6 00
4977	" 18	Thomas Girard	Master	Matane, P.Q	Quebec	15 00
4978	" 18	Frank Robinson	"	New Westminster, B.C.	Vancouver, B.C	15 00
4979	" 19	Edward F. Ives	Mate	Teamington, Ont.	St. Catharines, Ont.	6 00
4980	" 19	Oscar Leblanc	Master	St. Zotique, Que	Kingston, Ont	15 00
4981	" 19	Joseph James Murray	Mate	Kingston, Ont	"	6 00
4982	" 22	Oswald Mosely	Master	Vancouver, B.C	Vancouver, B.C	15 00
4983	" 24	Peter McKay	"	Owen Sound	Kingston, Ont	15 00
4984	Feb. 12	Nils Sture Nilsson	"	Vancouver, B.C	Vancouver, B.C	15 00
4985	" 12	Frederick L. Nickerson.	Mate	Port Clyde, N.S	Yarmouth, N.S	6 00
4986	" 12	John W. Rafuse	Master	Liverpool, N.S	Sydney, N.S	15 00
4987	" 12	David Farquharson	"	Arnprior, Ont	Ottawa, Ont	15 00
4988	" 12	Charles Henry Rush	"	St. Mary Ferry, N.B.	St. John, N.B	15 00
4989	" 12	Edward Priddle	"	St. John, N.B	St. John	15 00
4990	" 12	Cyrielle Martel	Mate	St. Croix, P.Q	Quebec	6 00
4991	" 12	Azade Arsenault	Master	St. Roch, Quebec	"	15 00
4992	" 12	John F. Kingston	"	Port Colborne	Port Colborne	15 00
4993	" 12	Thomas H. Johnston	Mate	Port Dalhousie	"	6 00
4994	" 12	Arthur Cecil Good	"	Vancouver, B.C	Vancouver, B.C	6 00
4995	" 12	George Fleming	"	Port Clyde, N.S	Yarmouth, N.S	6 00
4996	" 12	Abbot Beck	"	Lunenburg, N.S	Lunenburg, N.S	8 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, during year ended June 30, 1906—*Continued.*

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1906.					$ cts.
4997	Feb. 12	Eugéne LaRochelle	Mate	St. Michel, P.Q	Quebec	6 00
4998	" 12	Eber E. Gerhardt	Master	Middle LaHave, N.S	Lunenburg, N.S	15 00
4999	" 12	Arlington G. Dixon	"	Hopewell Cape, N.B	St. John, N.B	15 00
5000	" 12	Cornelins Sughme	Mate	Kingston, Ont	Kingston, Ont	6 00
5001	" 12	Henry Winters	Master	Lunenburg, N.S	Lunenburg, N.S	15 00
5002	" 12	Everett D. Cann	"	Sydney, N.S	Sydney, N.S	15 00
5003	" 12	Arthur Sweeney	Mate	Yarmouth, N.S	Yarmouth, N.S	6 00
5004	" 17	Frank Allen McMann	"	Thorold, Ont	Port Colborne, Ont	6 00
5005	" 17	Thomas John Craig	Master	Portsmouth, Ont	St. John, N.B	15 00
5006	" 17	Allison Hutchinson	"	Rexton, N.B	Halifax, N.S	15 00
5007	" 17	John Naufts	"	Guysboro, N.S	"	15 00
5008	" 17	William J. Borgal	"	Pleasant Har., N.S	"	15 00
5009	" 17	John C. McDonald	Mate	Cordigan, P.E.I	Charlottetown, P.E.I	8 00
5010	March 1	Newton Albert Wilkie	Master	Middle LaHave, N.S	St. John, N.B	15 00
5011	" 1	Charles McDermand	"	Fort William, Ont	St. Catharines	15 50
5012	" 1	Malcolm Stalker	Mate	Penetanguishene, Ont	"	6 00
5013	" 1	Edgar A. G. Walton	Master	Maganetawan, Ont	"	15 00
5014	" 1	Thos. W. T. McCarthy	"	Goderich, Ont	"	15 00
5015	" 1	Samuel Henry Balcom	Mate	Victoria, B.C	Victoria, B.C	6 00
5016	" 1	Samuel Henry Balcom	Master	"	"	15 00
5017	" 2	Joseph Cardin	"	Sorel, P.Q	Sorel, P.Q	15 00
5018	" 2	Napoleon Mongeau	"	"	"	15 00
5019	" 2	Simon Brake	"	Louisburg, C.B	Sydney, N.S	15 00
5020	" 2	Auguste Laviolette	"	St. Ours, C.B	Montreal, P.Q	15 00
5021	" 2	Alexander Dickson	"	Halifax, N.S	St. John, N.B	15 00
5022	" 2	Sinneon Martel	Mate	St. Croix, Que	Quebec	6 00
5023	" 9	William B. Sifton	Master	Winnipegosis, Man	Winnipegosis, Man	15 00
5024	" 9	Edward Moore	"	Louisburg, N. S	Sydney, N.S	15 00
5025	" 9	John E. Smith	"	Winnipegosis, Man	Winnipegosis, Man	15 00
5026	" 9	Donald Graham	"	" "	" "	15 00
5027	" 12	Edward Wallace Hickey	"	North Sydney, C.B., N.S.	N. Sydney, C.B., N.S.	15 00
5028	" 12	Ernest Caron	Mate	St. Islet, P.Q	Quebec	6 00
5029	" 12	Frank Lawrence	Master	Kingston, Ont	Kingston, Ont	15 00
5030	" 12	John Nicholson	Mate	Goderich, Ont	St. Catharines, Ont	6 00
5031	" 29	William E. B. Ferris	Master	St. John, N.B	St. John, N.B	15 00
5032	" 29	Frank Whynacht	"	Blue Rocks, N.S	Lunenburg, N.S	15 00
5033	" 29	Johnny Paquette	"	Champlain, P.Q	Quebec	15 00
5034	" 29	John Pascal Douglas	"	New Westminster, B.C	Vancouver, B.C	15 00
5035	" 29	Alexander MacRae	"	Vancouver, B.C	" "	15 00
5036	" 29	John Thomas Elworthy	"	Halifax, N.S	Halifax, N.S	15 00
5037	" 29	Michael Kane	Mate	Mainadieu, C.B	"	6 00
5038	" 29	William Brazier Spragg	Master	Springfield, N.B	St. John, N.B	15 00
5039	" 29	Paul Joseph Cooper	"	Wine Harbour, N.S	Halifax, N.S	15 00
5040	" 29	Wesley Brooker	"	Portland, Ont	Ottawa, Ont	15 00
5041	" 29	Harry J. Butterfield	"	New Westminster, B.C	Vancouver, B.C	15 00
5042	" 29	Jacob Bowman Singleton	Mate	Vancouver, B.C	" "	6 00
5043	" 29	Frank Arthur Cook	Master	Montreal, Que	Montreal, Que	15 00
5044	" 29	Moses Conrad Miller	"	Cumberland Bay, Q. Co.	St. John, N.B	15 00
5045	" 29	Thomas Alfred Smith	"	Vancouver, B.C	Vancouver, B.C	15 00
5046	" 29	Andrew Halcrow	"	New Westminster, B.C	" "	15 00
5047	" 29	Walter Sinclair Campbell	Mate	Owen Sound, Ont	Kingston, Ont	6 00
5048	" 29	Arthur Black	Master	Prescott, Ont	" "	15 00
5049	" 29	Alex. John McIntyre	"	Chatham, N.B	St. John, N.B	15 00
5050	" 29	J. Thos. Murray Barry	"	Morrisburg, Ont	Kingston, Ont	15 00
5051	" 29	John Thomas Brooks	Mate	Lindsay, Ont	" "	6 00
5052	" 29	Thorvald Aaroe	Master	Vancouver, B.C	Vancouver, B.C	15 00
5053	" 29	James Craig	Mate	" "	" "	6 00
5054	" 29	Charles Wm. Cropley	Master	Ottawa, Ont	Ottawa, Ont	15 00
5055	" 29	Robert Henry Jewell	"	Gore Bay, Ont	Cutler, Ont	15 00
5056	" 29	Eug. Danien Boulanger	"	Montmagny, Que	Quebec	15 00
5057	" 29	Rasmies Johnson	"	Vancouver, B.C	Vancouver, B.C	15 00
5058	" 29	Angus McDonald	"	Goderich, Ont	St. Catharines, Ont.	15 00
5059	" 29	William White	"	Midland	" "	15 00
5060	" 29	Albin Hendrickson	"	Ladysmith, B.C	Victoria, B.C	15 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels during the year ended June 30, 1905—*Continued.*

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1906.					$ cts.
5061	Mar. 29	Carl John Victor Gullin.	Master	Victoria, B.C	Victoria, B.C	15 00
5062	" 29	Albert Robinson	"	Kenora, Ont	Kenora	15 00
5063	" 29	Nils Sture Nilsson	Mate	Vancouver, B.C.	Vancouver, B.C	6 00
5064	" 29	Luther Cleveland Martin	Master	Hopewell Cape, N B	St. John, N B	15 00
5065	" 29	Arthur W. Hickey	"	North Sydney, N.S	North Sydney, N.S.	15 00
5066	" 29	Frederick William	Mate	Rockport, Ont	Kingston, Ont	6 00
5067	" 29	Daniel Smith	Master	Washburn, Ont	" "	15 00
5068	" 29	Arthur Miller Hartwell	"	Newboro, Ont	" "	15 00
5069	" 29	John Fred'k. Chapman	"	Halifax, N.S	Halifax, N.S	15 00
5070	" 29	Edward Muir	"	Kingston, Ont	Kingston, wnt	15 00
5071	" 29	Isiah Mitchell	"	Halifax, N.S	Halifax, N.S	15 00
5072	" 29	Robert Chamberlain	Master	Mount Pleasant, Van.	Vancouver, B.C	15 00
5073	" 29	Joseph Gauthier	Mate	St. Irénée, Que	Quebec	6 00
5074	" 29	Hec. Calvin Mawdesley.	Master	Thorold, Ont	Kingston, Ont	15 00
5075	April 4	William A. Murphy	"	Sheet Harbour, N.S	Halifax, N.S	15 00
5076	" 4	Donald Gillis	"	Port Hawkesbury	North Sydney	15 00
5077	" 4	Joseph Simon Villeneuve	"	Kenora, Ont	Kenora, Ont	15 00
5078	" 4	Jac. Bowman Singleton.	"	Vancouver, B.C	Vancouver, B.C	15 00
5079	" 11	Clarence McG. Roberts.	"	Parrsboro, N.S	Yarmouth, N.S	15 00
5080	" 11	Peter McIntosh (Jr.).	"	French River, Ont	Kingston, Ont	15 00
5081	" 11	Victorien Belanger	"	Lotbiniere, Que.	Quebec	15 00
5082	" 11	Harvey Randall	"	Parrsboro, N.S	Yarmouth, N.S	15 00
5083	" 11	Jas. Edward Fitzgerald.	"	Main St., St. John, N.B.	St. John, N.B	15 00
5084	" 11	Lambert Pilon	"	Grenville, Ont	Ottawa, Ont	5 00
5085	" 11	James Fitzgerald	"	Main St., St. John, N.B.	St. John, NB	15 00
5086	" 11	John Robert Maclean	"	Parish of Hardwick, N.B.	New Castle, B.	15 00
5087	" 11	Allan McDonald	Mate	Wolfe Island, Ont	Kingston, Ont	6 00
5088	" 17	Zéphirin Grenier	Master	St. Henri, P.Q	Montreal	15 00
5089	" 17	Frank Gustafson	"	Kenora, Ont	Kenora, Ont	15 00
5090	" 17	Andrew Slater	"	Victoria, B.C	Victoria, B.C	15 00
5091	" 17	William Henry Travis	"	"	"	15 00
5092	" 17	John Hare	"	Halifax	Halifax, N.S	6 00
5093	" 17	James Hugh McDonell	"	Kenora, Ont	Kenora, Ont	15 00
5094	" 17	Alex. Thos. McAllister	"	Gagetown, N. B	St. John, N.B	15 00
5095	" 24	Danat Laroche	Mate	Sorel, P.Q	Kingston, Ont	6 00
5096	" 24	Joseph Henling	"	South Westminster, B.C.	Vancouver, B.C	6 00
5097	" 24	Jean-Baptiste Coderre	Master	Lanoraie, P.Q	Quebec	15 00
5098	" 24	John McNulty	"	St. John, N.B	St. John, N.B.	15 00
5099	" 24	Wm. Schade	"	Sault St. Marie, Ont	St. Catherines	15 00
6000	" 24	Alfred Romkey	"	Lower La Have, N.S	Lunenburg, N.S	15 00
6001	" 24	Jesse H. MacNeil	"	St.John, NorthEnd, N.B.	Fredericton, N.B.	15 60
6002	" 24	Joseph Tessier	Mate	Pembrooke, Ont	Ottawa, Ont	6 00
6003	" 30	Alfred Lacouvée	Master	Gaspé, P.Q	Quebec	15 00
6004	" 30	Daniel M. McDonald	"	S. Gut Victoria Co., N.S.	North Sydney, N.S.	15 00
6005	" 30	Robert Ernest Giggey	Mate	Milledgeville, St. J. N.B.	St. John, N.B	6 00
6006	" 30	James Edward Hatt	Master	Hud Bay, B C	Vancouver, B.C	15 00
6007	" 30	William Main	"	Vancouver, B.C	"	15 00
6008	May, 2	Andrew McCarthy	"	"	"	15 00
6009	" 3	Albert Beaudry	"	Sorel, P.Q	Sorel, P.Q	15 00
6010	" 3	Ulric Latraverse	"	St. Anne de Sorel, P.Q	"	15 00
6011	" 7	Timothé Sullivan	"	Toronto, Ont	Kingston, Ont	15 00
6012	" 7	Joseph Buckley Scott	"	Guysboro, N.S	North Sydney, N.S.	15 00
6013	" 7	Samuel Craig	"	Port Arthur, Ont	Port Arthur, Ont	15 00
6014	" 7	Allan Shelden Nuttall	"	"	"	15 00
6015	" 7	Joseph W. Johnson	"	Kenora, Ont	Kenora, Ont	15 00
6016	" 7	Marcelin Robeneault	Mate	Melocheville, P.Q.	Ottawa	6 00
6017	" 9	J. Claude Butterfield	Master	Port Simpson, B.C	Victoria, B.C	15 00
6018	" 21	Geo. McPherson	"	Pictou, N.S.	Halifax, N.S	15 00
6019	" 21	Geo. Getson	"	Getson's Cove, N.S	"	15 00
6020	" 21	Samuel Cromarty	Mate	Chilliwack, B.C	Vancouver, B.C	6 00
6021	" 21	Joseph A. Gardnet	Master	"	"	15 00
6022	Sept. 14	John Thomas Standen	Mate	Vancouver, B.C	"	6 00
6023	May 21	Stephane Boily	"	Baie St. Paul, P.Q	Quebec	6 00
6024	" 21	Adélard Girard	"	St. Irénée, P.Q	"	6 00

LIST of Certificates of Service granted to Masters and Mates of INLAND and COASTING Vessels during the year ended June 30, 1906.—*Concluded.*

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1906.					$ cts.
6025	May 21	Alfred Ouimet	Master	Lévis, P.Q	Quebec	15 00
6026	21	Adolf Shliemann	Mate.	Yarmouth, N.S.	Yarmouth, N.S.	6 00
6027	" 31	Joseph G. Sampson	Master	North Hatley, P.Q.	Ottawa, Ont	15 00
6028	" 1	William Hislet	"	North Sydney, N.S.	North Sydney, N.S.	15 00
6029	June 1	Jacob Dykemam Purdy.	"	St. John, N.B	St. John, N.B	15 00
6030	" 1	François Xavier Martel.	"	St. Croix, P.Q	Quebec	15 00
6031	" 1	Richard A. Frethwey	"	Chilliwack, B.C.	Vancouver, B.C	15 00
6032	" 1	Humphrey A. W. Bryan	Mate	Selkirk, Man.	Selkirk, Man.	6 00
6033	" 1	Samuel Parsons	"	"	"	6 00
6034	" 1	Joseph Boucha	Master	Kenora, Ont	Kenora, Ont	15 00
6035	" 9	George Albert Davis	Mate	Smith's Falls, Ont	Ottawa, Ont	6 00
6036	" 9	Crandall B. Tipping	Master	Victoria, B.C	Victoria, B.C.	15 00
6037	" 9	Thomas Geo. Brighham.	"	Ottawa, Ont	Ottawa, Ont	15 00
6038	" 9	Wilfrid Gagné	"	Murray Bay, P.Q.	Quebec	15 00
6039	" 9	Eward M. Miller	"	Peninsula Gaspé, P.Q	Ottawa, Ont	5 00
6040	" 14	Frank St. Jean	"	Gatineau Point, P.Q	"	15 00
6041	" 13	Albert Pride	Master	Cuysboro Co., N.S	Halifax, N.S	15 00
6042	" 13	Austin Doyle	Mate	Charlottetown, P.E.I.	"	6 00
6043	" 13	Fenwick P. Shields	Master	Fredericton, N.B	St. John, N.B	15 00
6044	" 13	George Caron	"	Les Escoumains, P.Q	Quebec	15 00
6045	" 13	George W. Moulton	"	Oakville, Ont	Kingston, Ont	15 00
6046	" 13	William Victor Bongard	"	Picton, Ont	"	6 00
6047	" 13	Byron W. Bongard	"	"	"	15 00
6048	" 13	William Gelliam	"	Bronke, Ont	"	6 00
6049	" 19	Theo. Roy *dit* Desjardins	Master	Quebec	Quebec	14 00
6050	" 19	Colin McKay	Mate	Halifax, N.S	Halifax, N.S	6 00
6051	" 19	Mederic Archambault	Master	Bout de l'Ile, P.Q	Ottawa, Ont	5 00
6052	" 23	Edmund Dubé	"	Penetanguishene, Ont	Penetanguishene, O.	15 00
6053	" 23	Alexander Wilson	Mate	Victoria, B.C	Victoria, B.C	6 00
6054	" 26	Hedley Vicars Hughes	Master	Victoria, B.C	Victoria, B.C	15
6055	" 26	George Hugh Pidock	"	Vancouver, B.C	Vancouver, B.C.	15
6056	" 26	Albert Goulet	"	Sorel, P.Q	Sorel, Que	15
6057	" 26	James Lanaway	"	Woodstock, Ont	St. Catharines, Ont.	15
6058	" 27	Archibald Macfarlane	"	Sand Point, Ont	Sand Point, Ont	15
6059	" 27	Wilmot Adams	Mate	Burhs Falls, Ont	Burk's Falls, Ont	6
	1905.					
3396	Mar. 22	Roderick Smith	Master	Winnipeg, Man	Ottawa, Ont	8
3397	July 3	Hermenégilde Caron	"	Tadousac, P.Q	Quebec, P.Q	8
3398	Sept. 1	John A. Long	"	Ottawa, Ont	Ottawa, Ont	8
3399	Nov. 20	Clarence E. Wood	"	Albert, Albert Co., N.B.	St. John, N.B	8
	1906.					
3400	May 21	Thos. McGrath	"	Point du Chene, N.B.	" "	15

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List of Certificates of Competency granted to Masters and Mates of Foreign Sea-going Vessels during the year ended June 30, 1906.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1905.					$ cts.
3611	July 19	Peter Nicholson	Mate	South Shields	Yarmouth, N.S	8 00
3612	" 19	Walter Surry Stevens	"	London, England	Victoria, B.C	8 00
3613	" 19	Frederic Smith Blackadar	Master	Sandy Cove, N.S.	Yarmouth, N.S	15 00
3614	" 19	William Fraser	Mate	New Glasgow, N.S	Halifax, N.S	8 00
3615	Aug. 9	Arthur John Quayle	2nd mate	London, England	Victoria, B.C	8 00
3616	" 22	Frank Henry Hawes	Master	Halifax, N.S	Halifax, N.S	15 09
3617	Sept. 6	Sydney B. Corkum	2nd mate	LaHave, N.S	Yarmouth, N.S	8 00
3618	" 16	Walter John F. Pordage	"	Edinburgh, Scotland	" "	8 00
3619	" 16	Edgar Joseph Inness	"	Liverpool, N.S	" "	8 00
3620	Oct. 10	Frederick James Brewis	"	Victoria, B.C	Victoria, B.C	8 00
3621	" 11	Harry Robert Muir	"	Shelburne, N.S	Yarmouth, N.S	8 00
3622	" 16	Bazil Kelly	"	Summerville, P.E.I	St. John, N.B	8 00
3623	" 20	Charles Rathford Glenn	Master	Cheverie, N.S	Halifax, N.S	15 00
3624	Nov. 14	Gordon Wm. Knight	2nd mate	Castle House, Selbourne Terrace, Dover	Victoria, B.C	8 00
3625	Dec. 9	Geeorge E. Poole	Mate	Yarmouth, N.S	Yarmouth, N.S	8 00
3626	Nov. 16	Fletcher Clarence Zwicker	2nd mate	Malone Bay, N.S	Halifax, N.S	8 00
3627	" 16	Walter Bethell	"	Port La Tour	" "	8 00
3628	Dec. 9	John Roy Andrews	Mate	Hantsport, N.S	Yarmouth, N.S	8 00
3629	" 9	Ernest Louis Cave	"	St. Johns, N.F.L	" "	8 00
3630	" 11	Reginald Herbert Smith	Master	Lorne Villa Lichfield	St. John, N.B	15 00
3631	" 13	Aubrey St. Clair Allen	Mate	Yarmouth, N.S	Yarmouth, N.S	8 00
3632	" 30	Alex. H. Strumm.	2nd mate	Malone Bay, N.S	Halifax, N.S	8 00
3633	" 30	Thomas Young	Master	Halifax, N.S.	" "	15 00
3634	" 30	Charlie Brinkman	2nd mate	St. George's Road	" "	8 00
3635	" 30	John Robinson Porter	"	Hull, England	Victoria, B.C	8 00
3636	" 30	Thomas William Major	Mate	Holderness Road, Hull, England	" "	8 00
3637	" 30	Jacob Peter Jespersen	2nd mate	St. John, N.B	St. John, N.B	8 00
3638	" 30	Charles Morris Gladwin	Master	Halifax, N.S	Halifax, N.S	15 00
	1906.					
3639	Jan. 15	David Wentzel	Mate	Brigdewater	Yarmouth, N.S	8 00
3640	" 26	Robert Walker	2nd mate	Liverpool, Eng	Victoria, B.C.	8 00
3641	Feb. 13	Newton Albert Wilkie	"	Middle La Have, N.S	St. John, N.B	8 00
3642	" 13	Harold F. Spinney	Master	Yarmouth, N.S	Yarmouth, N.S	15 00
3643	Mar. 1	James J. Lewis	2nd mate	Escuminac, N.B	St. John, N.B	8 00
3644	" 2	Alexander Dickson	1st mate	Halifax, N.S	" "	8 00
3645	" 12	William Dawson Livingstone	Master	Big Bras. d'Or, N.B	" "	15 00
3646	" 12	Thos. Henry Oxley	2nd mate	Victoria, B.C	Victoria, B.C	8 00
3647	" 19	Arthur M. Phinney	"	Parrsboro, N.S	Yarmouth, N.S	8 00
3648	" 29	John F. Welch	"	Yarmouth, N.S	" "	8 00
3649	" 29	Harry Wallis	"	" "	" "	8 00
3650	" 29	James Percy Tait	"	Chatham, N.B	St. John, N.B	8 00
3651	" 26	Robert Dart Tucker	Master	Maitland, N.S	Halifax, N.S	15 00
3652	" 29	George Henry Beckett	"	Liverpool, England	Victoria, B.C	15 00
3653	" 29	Wm. Dickey Comloquoy	1st mate	Birsay, Scotland	" "	8 00
3654	" 29	Robert Jackson	"	Brentwood, England	" "	8 00
3655	" 29	Henry J. Peters	"	Halifax, N.S	Halifax, N.S	8 00
3656	Apr. 24	Daniel M. McDonald	2nd mate	Big Bras d'Or, N.S	St. John, N.B	8 00
3657	" 24	Alex. D. Livingston	"	" " C.B., N.S.	Halifax, N.S	8 00
3658	May 1	Elmore N. Parker	Mate	Walton, N.S	St. John, N.B	8 00
3659	" 7	Andrew McDonald	2nd mate	Souris, P.E.I	Yarmouth, N.S	8 00
3660	" 7	Frederick Arthur Rice	Mate	Bear River, N.S	St. John, N.B	8 00
3661	" 21	Hjalmar Persson	"	Halifax, N.S	Halifax, N.S	8 00
3662	June 1	Hugh C. E. W. Owen	Master	Wine House, Great Ouseburn, York, England	" "	15 00
3663	" 9	Alexander Sang	2nd mate	Rosebank Cottage, Scot.	Victoria, B.C	8 00
3664	" 9	William B. Tucker	Master	3 Crabble Villas, Dover, Eng	Yarmouth, N.S	15 00
3665	" 9	John Herbert Potter	2nd mate	Cambridge, Eng	Victoria, B.C	8 00
3666	" 26	Alfred Joint	"	43 Broadwater Rd., Bruce Grove, London	" "	8 00
2667	" 26	Joseph Edward Proctor	Mate	Hull, England	" "	8 00

APPENDIX

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sailing.	Register Tonnage.
1905.		Yrs			
Oct. 16..	Alph. B. Parker (88,598)	20	St. John, N.B.	Schr., wood, sail	47
May 18..	Arthur M. Gibson (96,947)	25	St. John, N.B.	Schr., wood, sail	296
Nov. 1..	Alhambra (111,647)	4	Lunenburg, N.S.	Schr., wood, sail	90
Jan. 2..	Alert (96,950)	15	St. John, N.B.	Bk., wood, sail	576
Oct. 5..	Aldine (88,595)	21	St. Andrews, N.B.	Schr., wood, sail	299
Sept. 27..	Avis (85,978)	23	St. John. N.B.	Schr., wood, sail	100
Nov. 17..	Altona (97,175)	15	Windsor, N.S.	Bk., wood, sail	401
" 21..	Angola (97,875)	14	London, Eng.	Steel, screw.	1878
1906.					
Jan. 11..	Altona (97,175)	16	Windsor, N.S.	Bk., wood, sail	491
" 2..	Alice Maud (96,955)	15	St. John, N.B.	Schr., wood, sail	120
1905.					
Nov. 3..	Alkaline (103,731)	8	Parrsboro', N.S.	Bk., wood, sail	626
Dec. 10..	Amethyst (79,042)	27	Halifax, N.S.	Schr., iron, steam	872
1906.					
Mar. 16..	Adeline (88,697)	21	St. John, N.B	Schr., wood, sail	191
....	Athlete (American)	1	Essex, Mass, U.S.A.	Schr., wood, sail	96
April 2..	Alexander R. (116,748)	1	Halifax, N.S.	Schr., wood, sail	75
" 26..	Annie Ethel (117,024)	1	Sydney, C.B.	Schr., wood, sail	51
May 6..	Amethyst (79,042)	28	Halifax, N.S.	Schr., iron steam	872
" 20..	A. Lincoln (107,321)	41	Charlottetown, P.E.I.	Schr., wood, sail	58
1905.					
Oct. 3..	Britannic	17	Pongrind, Norway	Schr., steel, steam	1457

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and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going Vessels months ending June 30, 1906.

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.	
					$
Freeport, N.S., fishing voyage.	Cape Cove Sand Flats, Digby Co., N.S.	Stranded	....	Total,	1,300
St. John, N.B., New York, U.S.A.	Gay Head, Block Island, Long Island Sound, USA.	Stranded	....	Part,	3,000
Lunenburg, Souris, P.E.I., Banks.	Pt. Hastings, Strait of Canso.	Stranded	..	Pt., ship Cargo	1,800 500
Annapolis, N.S., Bahia Blanca.	Entrance to Harbour Bahia Blanca, Argentine Rep.	Stranded	....	Total,	5,500
St. John, N.B., New York, U.S.A.	1 mile N.N.E. from Pollock Rip. Light-ship, Mass.	Collision	....	Part,	50
St. John, N.B., Newark, N.J., U.S.A.	McKinley, near Bar Harbour, Me., U.S.A.	Stranded	....	Tl., ship Cargo	1,000 2,000
Lewisport, Nfld., New York, U.S.A.	......	Part deckload washed away and sails damaged.	....		
Montreal, Que., Mexico	Longue Pointe, River St. Lawrence.	Grounded	....	Trifling.	
Elizabeth Port, N.J., U.S.A., St. John, N.B.	On Shovelful Shoal, Nantucket Light, Mass., USA.	Stranded	....	Total.	
St. John, N. B., Boston, U.S.A.	Cape Porpoise, Maine	Lost anchor	....		
Liverpool, N.S., Philadelphia, Pa., U.S.A.	48·20 N., 63·10 W., N. Atlantic,	Lost some sails.	....		
Halifax, N S., St. Anns, C.B., Portsmouth, N.S.	Off Whitehead, N.S.	Lost some deck fittings and part of deck load.	....	Part.	
St. John, N.B., New York, U.S.A.	Matinicus, bearing N. E. about 30 miles Atlantic.	Foundered in heavy gale	....	Tl., ship Cargo	2,500 3,369
Gloucester, Mass., Tusket, N.S., Halifax, N.S.	Terrio's Ledge, Argyle Harbour, N.S.	Stranded	....	Part,	525
Port Hastings, N.S., Beaver Harbour, N.S., Halifax.	Near Point Pleasant Buoy, Halifax Harbour, N.S.	Collision	....	Tl., ship Cargo	3,500 270
Gabarus, C.B., Halifax, N.S., Gabarus, C.B,	Gabarus Harbour, N.S.	Stranded	....	Total.	
Halifax, N.S., Pictou, N.S.	Michaux Point, Chedabucto Bay, C.B.	Stranded	....	Part.	
Halifax, N.S., Port Hastings, Rustico., P.E.I.	Rustico, P. E. I., between breakwater and sand bar.	Stranded	...	Total,	800
Montreal, Que., Sydney, C.B.	West point of Isle of Orleans, Que.	Stranded	....	Trifling damage.	

STATEMENT of Wrecks and Casualties reported as having occurred in British,

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.
1905.		Yrs			
....	Beaver (100,056)	14	St. John, N. B	Schr., wood, sail	192
Sept. 15..	Bremen		(German)	Steam	11570 gross.
Nov. 3.	Bavarian (111,213)	6	Glasgow, G. B	Schr., steel, steam	10387
" 18..	Boston (98,585)	15	Yarmouth, N.S.	Schr., steel, steam	734
Dec. 15.	Basutoland (112,383)	3	Liverpool, N.S	Schr., wood, sail	190
Nov. 26..	Brilliant Star (90,721)	20	Halifax, N. S	Schr., wood, sail	36
1906.					
Mar. 10..	Baines Hawkins (83,918)	25	Sydney, C. B.	Schr., iron, steam	434
1905.					
Jan. 10..	Basil M. Geldert (103,755)	9	Lunenburg, N. S	Schr., wood, sail	99
Mar. 16..	Beatrice E. Waring (112,234)	3	St. John, N. B	—— wood, steam..	373
1906.					
Jan. 11..	Briardene (85,914)	22	Newcastle, G. B	Schr., iron, steam	1723
Mar. 12..	Beatrice (85,345)	13	Chatham, N. B.	Schr., wood, sail	79
Feb. 27..	Baldwin (97,039)	14	Yarmouth, N. S	Bktn., wood, sail	561
May 18..	Bray Head (102,133)	12	Belfast, Ireland	Schr., steel, steam	2020
1905.					
Aug. 27..	Cape Breton (97,808)	15	Montreal, Que	Schr., steel, steam	1764
Sept 12 .	Chr. Knudsen	$\frac{1}{3}$	(Norwegian)	Sloop, steel, steam	2489
Aug. 21..	Colonia	3	London, G.B	Schr., steel, steam	4977
July 27..	Corinthian (111,257)	5	Glasgow, G. B.	Schr., steel, steam	4018
Nov. 19..	Clifton (90,750)	20	St. John, N, B	Wood, steam	87
Oct. 21 .	Carrie (97,081)	15	Lunenburg, N. S	Schr., wood, sail.	99
Dec. 5. .	Coral Leaf (112,323)	3	Parrsboro, N.S	Schr., wood, sail	374
Nov. 30...	Clayola (97,172)	15	Windso, N.S	Schr., wood, sail	123
1906.					
Feb. 8..	Carrie Easter (85,619)	22	Port Medway, N.S	Schr., wood, sail	179
Jan. 5...	Cordillera	32	Christiana, Norway	Bk., wood, sail	635
1905.					
Sept. 12..	Culdoon (88,693)	21	St. John, N.B	Bk., wood, sail	373

Canadian and Foreign Sea-going vessels in Canadian Waters, &c.—*Continued.*

Port Sailed from. -- Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.	
					$
Kingsport, N.S., Harvey, N.B., Boston, U.S.A.	Passsage from Harvey to Boston.	Lost two top sails..... ...	....	Part.	
New York, U.S.A., Bremen, Germany.	Lat. 41., 11 N. Long. 67, 54 W., Atlantic Ocean.	Broke port tail shaft...... ..	.	Part.	
Montreal, Que., Quebec, Que., Liverpool, G. B.	Crane Island, River St. Lawrence.	Stranded.....	....	Unknown.	
Yarmouth, N. S., Boston, U. S.A.	... .	Forward part of bridge carried away during gale.	....		
Chatham, N.B., Hawkesbury, New York, U.S.A.	Long Island, New York, U. S. A.	Ran into by s.s. *City of Lawrence.*	....	Serious.	
Souris, P.E.I., Souris, P.E.I. Channel, Nfld.	South side Ingonish Harbour, N.S., Atlantic Oc'n.	Stranded.......	....	Part, ship, Cargo,	600 400
Port Morien, N.S., Port Morien, N.S., Mulgrave, N.S.	About 1½ m. S.S.E. South Head, Cow Bay, C.B., Atlantic Ocean.	Foundered.....	1	Total. Ship, Cargo,	 35,000 1,600
Halifax, N. S., Bay of Islands, Nfld.	Owl's Head Harbour, North Atlantic, N. S.	Stranded..	....	Total, Cargo,	4,000 1,000
Tied up for the winter.	Rowan's Cove, North end of St. John, N. B.	Destroyed by fire.	....	Total,	37,500
Cardiff, G. B., Halifax, N.S..	Lat. 50, N., Long. 24, 30 W. Atlantic Ocean.	Damaged by heavy sea....	....	Part,	500
Meteghan, N. S., Boston, U. S.A.	....	Tore flying job	....		
Philadelphia, Pa., U.S.A., Las Palmas.	Harbour of Porto Grande, St. Vincent, C.V.I.	Burnt...	....	Total.	
Dublin, Quebec, English Bay.	St. Pancras, Manicouagan Bar, Que.	Stranded................	....	Part.	
Sydney, N. S., Sorel, Que. ..	Sorel Harbour. Que........	Stranded...................	..	No damage.	
Montreal, Que., Sydney, N. S.	20 miles north of St. Paul's Island, N. S.	Collision..	....	Part	10,000
London, G. B., Canso, N. S..	Chedabucto, Cape Diamond Bay, west end Fox Island.	Stranded	....	Part,	50,000
Glasgow, G. B., Montreal, Que.	St. Helen's Island, Que., Montreal, Que.	Stranded........	....	No damage.	
St. John, N. B., Hampton, N. B.	Reed's Point, King's Co., N. B.	Burnt....	....	Total,	4,000
—— Boston, Mass., Pictou, N. S.	Off Hatcher's Island.......	Sprung a leak......	....	Part.	
Diligent River, N.S., New York, U.S.A.	Hedge Fence Shoal, Vineyard Sound, American Coast.	Stranded................	....	Part,	180
New York, U.S.A., St. John, N.B.	Vineyard Haven Sound, U. S.A.	Lost main sail	.. .		
Port Hastings, Canso, N.S., Yarmouth, N.S.	S. W. Cranberry Isl. Light N.S.	Grounded...........	....	Part,	200
St. John, N.B., Buenos Ayres	34° 41′ N., 41° 56′ W., Atlantic.	Sprang leak and sank......	....	Total, Ship Cargo,	 7,000 8,569
Jacksonville, Fla., Grenada, B.W.I.	Unknown.................	Sailed from Jacksonville and has not since been heard from.	....	Total, Ship, Cargo,	 5,000 6,000

STATEMENT of Wrecks and Casualties reported as having occurred to British

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.
1906.		Yrs			
Jan. 13	Cora May (94,753)	17	St. John, N. B	Schr., wood, sail	117
Feb. 12	Cheslie (103,726)	9	Parrsboro, N. S.	Schr., wood, sail	330
" 28	Canada (111,631)	5	Lunenburg, N. S.	Schr., wood, sail	199
April 24	Camosun (121,204)	1⅓	Glasgow, Scotland	Schr., steel, steam	794
Feb. 21	Cheslie (103,726)	10	Parsboro, N.S	Schr., wood, sail	330
July 7	Cervona (104,736)	10	Dundee, G.B	Schr., steel, steam	2,372
May 1	Cora L (96,835)	16	Lunenburg, .NS	Schr., wood, sail	98
1905.					
Aug. 19	Daisy (97,072)	12	Charlottetown, P.E.I	Bkn., wood, sail	384
" 29	Due Sorelle B	4	Genoa, Italy	Bkn., wood, sail	1,384
Oct. 9	D. J. Melancon (100.899)	8	Weymouth, U.S	Schr., wood, sail	134
Dec. 25	Dulwich (102,801)	12	London, Eng	Schr., steel, steam	2,115
1906.					
Mar. 12	Duncan (Norwegian)	....		Schr., iron, steam	633
Feb. 18	Drusie	....	Liverpool, N.S	Schr., wood, sail	99
April 23	Ellen C. Burk	....	Boston, Mass., U.S.A	Schr., wood, sail	....
Sept. 6	E. Mayfield (103,739)	7	Parrsboro, N.S	Schr.. wood, sail	75
July 18	E. Merriam (80,395)	23	Parrsboro, N.S	Schr., wood, sail	331
	Emu (72,236)	20	St. John, N.B	Schr., wood, sail	68
Oct. 23	Euphemia	2½	German	Schr., steel, steam	1289
July 31	E. A. O'Brien (90,479)	14	Maitland, N.S	Bk., wood, sail.	1037
Sept. 21	Effie May (107,795)	6	St. John, N.B	Schr., wood, sail	67
Dec. 10	Ediih Emery (117,326)	22	St. Johns, Nfld.	Schr., wood, sail	73
1906.					
Jan. 14	Earl of Aberdeen (103,013)	12	Parrsboro, N.S	Schr., wood, sail	416
1905.					
Nov. 10	Edna M. Smith (112,238)	27	St. John, N.B	Bk., wood, sail	736
1906.					
Mar. 20	Ella M. Goodwin	5	American.	Schr., wood, sail	86

Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Port Sailed from — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
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St. John, N.B., Bass Harbour, Vineyard Haven, U.S.	40 miles E. of Portland and near Seguin light, U.S.A.	Sprung a leak	....	Part, 60
St. John, N.B., Carrabelle, Fla., St. John, N.B.	Lat. 32° W., Long. 79° N., 150 miles S.E. of Savannah, U.S.A.	Rudder stock carried away. Jib boon broken.	....	Part, 300
Baracoa, Cuba, Philadelphia, U.S.A.	Lat 36° 48′ N., Long. 72° 43′ W., N. Atlantic.	Damaged by heavy seas	....	Part, 200
Vancouver, B. C., Victoria, B.C.	Victoria Harbour, B.C.	Stranded	....	No damage.
Apalachilola, Florida, St. John, N.B.	Round Reef, St. John, N.B.	Stranded	....	Part, 2,000
Montreal, Que., London, Eng.	South Point of Ant. bearing S.E. ½ E.	Stranded	....	
Louisburg, N.S., Halifax, N.S.	Entrance to Beaver Harbour, N.S.	Stranded	....	Total, 1,900
Blythe, G.B., Stanley, Falkland Is.	Lat. 35° 26′ S., Long. 47° 07′ W., S. Atlantic.	Heavy weather	....	Part.
Tusket Wedge, N.S., Swansea, Eng.	Tusket River, on Ledge	Stranded	....	Part.
Marasaibo, Yarmouth, N.S.	Near St. Carlos, Gulf of Maracarbo.	Grounded.	....	Total, 4,000
Muroran, Japan, Esquimalt, B.C.	Esquimalt Hr., B.C	Cable parted, grounded	....	No damage.
Bermuda, Hamilton, Sydney, C.B.	In ice off Scatarie, C.B.	Stove in by ice	..	Part, 500
St. John's Nfld	Atlantic Ocean	Lost part of cargo	....	No damage.
Boston, Mass., U.S.A., Magdalen Islds., Que.	Sand Point and entrance to Str. of Canso, U.S.	Stranded	..	No damage.
Parrsboro, N. S., Yarmouth, N.S.	Yarmouth Roads, N. S.	Collision	....	Part, 200
Port Greville, N. S., New York, U.S.A.	Shovelful Shoal, American coast.	Stranded	...	Part, 1,000
St. George, N. B., Boston, U.S.A.	St. George, N.B., to Boston, U.S.A.	Mainsail and forsail torn by stress of weather.		
Montreal, Que., Hamburg, Germany.	About 2 miles above Ste. Antoine, Que.	Collision	....	Part
Port Natal, S.A., Barbados.	120 miles S. W. of Cape of Good Hope, S. Atlantic.	Strained through stress of weather.	....	Part, 3,000
St. John, N. B., Vineyard Haven, U.S.A.	Lat. 44° 10′ 10″ N., long. 68° 33′ 00″ W., N. Atlantic.	Stranded	....	Unknown.
Channel, Nfld., Sydney, C.B.	Sydney Harbour, C.B.	Stranded	...	Part, 150
Wentworth, N.S., New York, U.S.A.	Portsmouth. N.H., Harbour.	Collision	....	
Leith, Barbados.	Bridgtown, Barbados, B.W.I	Fire	....	Part, cargo 250
Gloucester, Mass., Liscombe, N.S,, fishing ground.	Western Banks, N. Atlantic.	Rudder and wheel smashed	. .	Part, 500

STATEMENT of Wrecks and Casualties reported as having occurred to British,

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.
1906.		Yrs			
Jan. 25	Enterprise (100,498)	....	Victoria, B.C	Fore and aft, wood, sail.	69
1905.					
Nov. 3	Frank & Ira (103,254)	11	St. John, N.B.	Schr., wood, sail	98
Dec. 10	Fanny C. Ane (119,546)	20	St. Johns, Nfld	Schr., wood, sail	65
Mar. 24	Florence M. Munsie (112,094)	2½	Lunenburg, N.S	Schr., wood, sail	97
Dec. 24	Freddie A. Higgins (103,116)	23	St. Andrews, N.B	Schr., wood, sail	78
1906.					
April 24	Foaming Billow (42,276)	45	Halifax, N. S	Schr., wood, sail	66
June 2	Florence C. (103,067)	11	Halifax, N.S	Schr., wood, steam	23
1905.					
April 25	Golden Rod. (116,507)	1	Lunenburg, N.S	Schr., wood, sail	76
Aug. 12	Garland (97,083)	15	Lunenburg, N.S	Schr., wood, sail	51
July 25	G. C. Kelley (88,555)	20	Yarmouth, N.S	Schr., wood, sail	99
June 6	George T. Hay (90,514)	18	Parrsboro', N.S	Ship, wood, sail	1,647
Nov. 11	G.T.D (85,456)	22	Quebec, Que	Schr	165
Mar. 23	Georgian (107,097)	7	Vancouver, B.C	— wood	394
1906.					
Jan. 24	Genesta (96,939)	15	Charlottetown, P.E.I	Bktine, wood, sail	393
Mar. 22	Grane	7	(Foreign)	Schr., steel, steam	699
April 18	Georgie E. (100,874)	13	St. John, N.B	Schr., wood, sail	89
1905.					
June 13	Hattie M. Graham	....	Gloucester, Mass., U.S.A	Schr., wood, sail	.. ..
Aug. 29	Helen C. Morse (116,442)	2	Lunenburg, N.S	Schr., wood, sail	98
July 27	Hattie C (85,598)	22	St. John, N.B	Schr., wood, sail	160
Oct. 9	Harry W. Lewis (96,758)	16	″	Schr., wood, sail	297
Nov. 16	Halifax (95,099)	25	Halifax, N.S	Schr., iron, steam	1,078
″ 11	Highlands (88,255)	22	St. John, N.B	B'que, wood, sail	1,234

Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Nature of Casualty.	Lives lost.	Remarks.
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Halifax, N.S., Victoria, B.C.	About 2 miles from Rio Grande de Sul, Brazil.	Burnt....................	...	Total.
St. John, N.B., New Haven, Conn., U.S.A.	Pollock Rip.	Collision......	...	Slightly damaged.
Channel, Nfld., Sydney, C.B.	Sydney Harbour, C. B. ...	Stranded..	...	Part, 150
Halifax, N.S., Barbados, Victoria, B.C.	Possession Bay, Straits of Magellan, S.A.	Stranded................	....	Total, 7,500
Grand Manan, N.B., New York, U.S.A.	25 miles north Cape Cod, U.S.A.	Headgear carried away. Mainsail torn.		
Halifax, N.S., Canso, N.S...	Twin Ledges, 5 miles W. of Canso, N. S.	Stranded..	....	T't'l, ship 1,000 cargo, 700
Halifax, N.S., Charle's Cove, N.S.	Tor Bay Head, Guysboro Co., N.S.	Struck reef	...	Total.
Lunenburg, N. S., Halifax, N.S., fishing.	Bear Island Reef, Gut of Canso.	Stranded	...	Part, 500
Petite Rivière, N.S., North Sydney, C.B.	4 miles off Lingan Head, C. B.	Foremast broken		
Yarmouth, N.S., New York, U.S.A.	Nantucket Shoals, U.S.A..	Lost port anchor and 15 fathoms chain.	...	
Hong Kong, Baltimore, New York, U.S.A.	Brooklyn Bridge, East R., New York City, U.S.A.	Damaged while passing under Brooklyn Bridge, U.S.A.	....	Part, 20
Quebec, Que. ss. *Bavarian*, Wye Rock.	Wye Rock, St. Lawrence...	Burnt and scuttled.......	...	Total.
Ladysmith, B. C., Union Bay, B.C,	Downe's Point, Hornby Island, B.C.	Stranded........	....	" 10,000
Laguna, Mexico, Falmouth, Eng.	Alacran Reef, Gulf of Mexico	Stranded.....	....	" 7,500
Parrsboro', N.S., Halifax, N.S.	Entrance to Halifax Harbour, N.S.	Propellor dropped off......	...	
St. John, N.B., Boston, Mass., U.S.A.	Fisherman's Island Ledges, U.S.A.	Stranded............... ...	...	
Gloucester, Mass, U.S.A., Newfoundland.	Sand Point, Guysboro' Co., N.S.	Stranded......	....	No damage.
Lunenburg, N.S., Queensport, N.S.	Queensport Harbour, Guysboro' Co., N.S.	Stranded	...	Pt. ship, 2,400 Cargo, 100
Parrsboro', N.S............	Vineyard Haven, U.S.A...	Fouled by another steamer	....	Slightly damaged.
Mobile, Ala., U.S.A., Sauga. Cuba.	12 miles E. of South Pass below New Orleans, U.S.A.	Strained in hurricane......	....	Part, 2,000
Halifax, N.S., Boston, Mass	Off Sambro, N.S., 20 miles from Halifax, N.S.	Damaged by tidal wave....	...	Part, £900
Turk's Island, New York, U.S.A.	Lat. 30° 10′ N., Long. 74° 50′ W.	Sprang a leak....	....	Tot'l, ship 8,000 Pt. cargo 4,000

STATEMENT of Wrecks and Casualties reported as having occurred to British,

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sailing.	Register Tonnage.
1906.		Yrs			
April 24	Hiawatha (121,857)	1 m.	Lunenburg, N.S	Schr., wood, sail	98
May 12	Hestia (98,053)	16	Glasgow, G.B.	Schr., steel, steam	2,434
April 26	Havana (97,185)	15	Windsor, N.S	Schr., wood, steam	246
1905.					
Aug. 7	Infant (83,134)	24	Lunenburg, N.S	Schr., wood, sail	15
Dec. 9	Ida M. Shafner (107,295)	5	Annapolis, N.S	Schr., wood, sail	139
Oct. 26	J.H.S (97,195)	14	Chatham, N.B	Schr., wood, sail	40
Sept. 9	J. W. Hill (94,668)	....	Halifax, N.S.	Schr., wood, sail	78
Dec. 30	John S. Bennett (107,285)	5	Liverpool, N.S	Bktne., wood, sail	299
1906					
Mar. 31	James R. Clark (American)	....		Schr., wood, sail	.....
....	Jacona (96,363)	....	British	Schr., iron, steam	1951
1905					
June 15	Kildonan (92,548)	...	Montreal, Que	Bge., wood, sail	499
Nov. 7	Keewaydin (94,853)	16	Parrsboro, N.S	Schr., wood, sail	187
Dec. 13	King David (102,699)	12	Glasgow, Scot	Ship, steel, sail	2079
1906					
Jan. 11	Kipling (111,632)	5	Lunenburg, N.S	Schr., wood, sail	142
April 21	Kilmeny (100,649)	14	Vancouver, B.C.	Schr., wood, sail	18
Mar. 13	Konigen Louise	...	Bremen, Germany	Schr., iron, steam	68
1905					
July 14	L. M. B (100,349)	27	Maitland, N.S	Schr., wood, sail	99
Aug. 10	Laura C. Hall (103,738)	7	Parrsboro, N S	Schr., wood, sail	99
July 17	Lyra (88,265)	22	St. John, N.B	Schr., wood, sail	99
" 29	Lyra (88,265)	22	St. John, N.B	Schr., wood, sail	99
Aug. 10	L. G. Crosby (96,968)	15	Yarmouth, N.S	Brigt., wood, sail	298
" 29	Lochiel (61,523)	35	Arichat, N.S	Schr, wood, sail	99

Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Lives lost.	Remarks.	$
Lunenburg, N.S., Canso, N.S	Merchant Point, C.B....	Stranded	....	Part,	1,800
Glasgow. G.B., St. John, N.B.	Cape Sable Lighthouse, N.S.	Stranded	....	Part.	
....	Off Point Pleasant Park, Halifax Harbour, N.S.	Sunk while lying at dock by ss. *Strathcona.*	....		
Port Mouton, N.S., Fishing Grounds.	Lat. 44° 49′ N. long. 64° 50′ W. North Atlantic coast.	Foundered	....	T'tl. ship, Cargo,	300 600
New York, U.S.A., Sydney, N.S., Halifax, N.S.	On S.E. ledge of Isaac's Harbour, N.S.	Stranded	....	Total,	8,000
Sydney, N.S., Charlottetown, P.E.I.	Western entrance Lenot Passage, Richmond, Co., N.S.	Lost mainsail	....	Part,	200
Chatham, N.B., Sydney, N.B.	Sydney Harbour, N.S.....	Destroyed by fire	....	Total.	1,200
New York, N.Y., U.S.A., Liverpool, N.S.	On Hedge Fence Shoals, Vineyard Haven, Mass.	Stranded.			
....	Yarmouth, Harbour, N.S ..	Burnt	....	Part.	500
....	....	Crank shaft broken. Repaired at sea.			
Charlotte, N. Y., Kingston, Ont.	Gull Shoal, Lake Ontario ..	Stranded	....	No damage.	
Parrsboro, N. S., Bridgeport, Conn., U.S.A.	16 miles from Mont Desert, U.S.A.	50,000 ft. lumber washed overboard.	....	No damage to vessel.	
New Port, Port Townsend, Wash., US.A.	Bajos Reef, B.C., 49·37 N. 127·13 W. Pacific Ocean.	Stranded	....	Total.	
Harbour Grace, Nfld., Liverpool, G.B., Harbour Grace, Nfld.	Lat. 49° N., long. 28° 35′ W. N. Atlantic..	Foundered	....	Total. Cargo,	8,000 2,750
Vancouver, B.C., Vancouver, coastwise.	San Joseph Bay, Pacific Ocean.	Stranded	....	Total.	2,000
Genoa Isla., New York, New New York, U.S.A.	39° 21′ N., 54° 50′ W. Atlantic Ocean.	Damaged steering gear.			
Windsor, N.S., Red Beach, Me., U.S.A.	Dry Ledge, La Tete Passage, Bay of Fundy.	Stranded	....	Total.	2,000
River Hebert, N. S., Lynn, Mass., U.S.A.	Off North Head, Grand Manor, Bay of Fundy, N.S.	Collision with sch. *Garfield White.*	....	Part.	500
St. John, N.B., Boston, Mass., U.S.A.	Machias Bay, Me., U.S.A., N. Atlantic.	Lost masts and rigging	....	Part.	400
St. John, N.B., Boston, Mass.	S. E. side of Harbirds Isls., Me., U.S.A.	Stranded	....	Total. Cargo,	1,000 1,920
Rio Grand du Sul.	38 N. 67 W., N. Atlantic ..	Vessel damaged in squall and condemned.	....	Total.	7,500
Picton, N.S., Mag. Isls., Que.	Souris, East Harbour, P.E.I.	Stranded	..	Total.	

STATEMENT of Wrecks and Casualties reported as having occurred to British,

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.
1905.		Yrs			
July 4..	Lunenburg ... . (100,166)	14	Lunenburg, N.S	Schr., wood, steam......	113
" 25..	L. G. Crosby .... (96,968)	15	Yarmouth, N.S.......	B'tine, wood. sail	298
Aug. 24..	Lakonia.............. (111,195)	6	Glasgow, G.B	Schr, steel, steam.......	3046
Dec. 4..	Lunenburg...... . .... (100,166)	15	Lunenburg. N.S	Schooner, wood, steam..	113
Nov. 4.	Luetta .. .. (103,420)	9	Lunenberg, N.S	Schooner, wood, sail ...	97
Oct. 11..	Launberge.. .... (100,335)	12	Maitland, N.S.	Bgtne, wood, sail........	1215
Dec. 10..	Lake Queen ... .. (116,735)	1½	Halifax, N.S...	Schr., wood, sail	29
" 2 .	Leif....................	....	(Norwegian).................	Ship, iron, sail.....	1137
....	Lyackson ... . (116,934)	1	Victoria, B.C....	Sloop, wood, steam	11
1906.					
Jan. 10..	Latooka... . ... (111,635)	4	Lunenberg, N.S...	Schr., wood, sail........	99
1905.					
Oct. 9..	Mary May......... .... (103,859)	7	Halifax, N.S.................	Schr., wood, sail........	23
June 30..	Minto................. (100,450)......... ...	6	Canso, N.S.......	Schr., wood, sail........	18
Nov. 20..	Maud M. Story...... ..	22	St. Andrew, N.B..	Sailing	78
" 24..	Marconi. . ... (112,617)	3	Canso, N.S.....	Schr., wood, sail..	5501
"	Matilda............ ...... (77,895)	20	Sackville, N.B......	Schr., wood, sail	46
Oct. 4 .	Mona ... . (116,585)	2	Liverpool, N.S..	Schr., wood, sail........	299
" 28..	Mauxman............	....	Liverpool, G.B..	Schr., steel, steam	3121
1906.					
Jan. 20..	M. Turner .... (93,294)	4	San Francisco, U.S.A.........	Schr., wood, sail........	816
" 16..	Manhattan .... (112,095)	3	Lunenberg, N.S	Schr., wood, sail...... ..	100
Feb. 4..	Millie... .... (94,865)	15	Parrsboro, N.S	Schr., wood, sail . ..	639
1905.					
Nov. 25..	Marie Joseph. . ... (73,493)	....	Magdalen Island, Que.........	Schr., wood, sail........	56
1906.					
Jan. 10..	Melba............ . . (107,307)	7	Windsor, N.S.	Schr., wood, sail........	419

Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Nature of Casualty.	Lives lost.	Remarks.	
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Pictou, N.S., Mag. Isls., Que.	Lat. 47° 13′ N. Long. 61° 58′ W. Amherst Isl., Mag. Is., Que.	Stranded		Part.	1,000
New York, U.S.A., Rio Grand du Sul.	Carlisle Bay, Barbados	Damaged by fire			
Glasgow, G.B., Quebec, Que., Glasgow, G.B.	At steamer's dock, Montreal, Que.	Steam pipe burst in boiler room.	3		
Pictou, N.S., Souris, P.E.I., Amherst, M.I.	Sand Beach, near Amherst Harbour, Magdalen Is., Q.	Stranded	11	Total,	20,000
Catalina, N'ld., Naples, Italy.	200 miles E.S.E. of St. John	Fore stay carried away		Trifling.	
Bunbury, W.A., Hamburg	South of Cape Good Hope	Leaking		Part.	
Isaac's Harbour, N.S., Banks Fishing.	Isaac's Harbour, N.S	Stranded		Part,	375
Cork, Ire., Queenstown, Ire., Buenos Ayres.	Bridgewater, N.S., Harbour	Grounded		Total,	10,000
Valdez Is., B.C. Saanish, B.C., Victoria, B.C.	1 mile south of Frial Is. str'ts of Juan de Fuca, B.C.	Propellor fouled by tow of logs.		Trifling. Lost boom of logs,	300
Sydney, C.B., Gloucester, Mass., U.S.A.	4 miles S. by E. of Cabots Isl. N. coast of Nfld.	Vessel leakey owing to pounding of ice.		Serious casualty.	
Dover, N.S., Canso, N.S.	Glasgow Head near Canso Harbour, S. coast of N.S.	Stranded and broken up		Total,	500
Bayfield, P.E.I., Canso, N.S.	North Point of Arisaig, 20 miles E. Pictou, N.S.	Stranded		Part,	100
Gloucester, Mass., Wood's Harb'r, Georgetown P.E.I.	Off breakers, Sambro, N.S.	Stranded		Total.	
Canso, N.S., Fishing Banks, Canso, N.S.	Dead Man's Island, Canso Harbour, N.S.	Stranded		Part,	500 (s) 500 (c)
Sydney, N.S., St. Peters, N.S.	Mouth of Great Bras d'Or, Gulf St. Lawrence.	Driven to sea by gale		Part,	300
Port au Prince (Hytn.), Bluefield, (Nicaragua) Philadelphia, U. S. A.	Lat. 17°, Long. 76° 38, Carribean Sea.	Damaged in hurrican		Part,	350
Avonmouth, Montreal, Que.	81·16 N., 22·00 W., North Atlantic.	Damaged by heavy sea		Unknown.	
Puget Sound	W. F. Barrier Reef. W. coast of Vancouver, B.C.	Sails carried away		Part.	
Carbonear, Nfld., Canso, N.S., Lunenburg, N.S.	Glasgow Head near Cape Canso, N.S.	Stranded		Total,	5,000 (s) 5,000 (c)
St. John, N.B., New-York, N.Y., U.S.A.	5 miles off Machiasport, Me., U.S.A.	Stranded	3	Total,	9,000 (s) 747 (c)
Halifax, N.S., Souris, P.E.I., Magdalen, Isl.	Amherst Is., Magdalen Is.	Stranded	2	Total,	1.000
Bridgewater, N. S., New-York, U.S.A.	Off Cape Sable, N.S.	Fore tressel-trees broke in gale.		Part,	50

STATEMENT of Wrecks and Casualties reported as having occurred to British,

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sailing.	Register Tonnage.
1905.		Yrs			
July 7..	Nimrod .... (111,644)	4	Lunenburg, N.S	Schr., wood, sail........	99
Nov. 30..	Nicanor .... (90,861)	19	Lunenburg, N.S	Bk., wood, sail..........	393
" 10..	Norwood... .... (100.332)	15	Maitland, N.S...............	Ship, wood, sail....	1597
July 14 .	Ohio. .... (80,100	21	St. John, N.B......	Bgt., wood, sail.........	325
Oct. 31..	Ola M. Balcom .... (112,093)	3	Lunenburg, N.S	Schr., wood, sail.. ...	99
Sept. 29..	Our Maud.............. (88,318)	25	Quebec, Que......	— wood, sail........ .	30
Oct. 15 .	Oban Bay	...	Italian	Bk., iron, sail	999
Jan. 15 .	Omega . .. . (97,061)	15	Charlottetown, P.E.I	Schr., wood, sail... .. .	82
Oct. 15..	Orion.................. (3,588)	28	Gothenburg, Sweden..	Bark, wood, sail.........	441
1906.					
Jan. 6..	Oscar...... .... (103,908)	8	Victoria, B.C...............	Sloop, wood, steam......	61
" 6..	Ohio. ... . (80,100)	24	St. John, N.B	Bktn., wood, sail........	325
....	Ophir .... (111,704)	5	Lunenburg, N.S	Schr., wood, sail........	99
Nov......	Onward .... (94,993)	17	Charlottetown, P.E.I	Schr., wood, sail..... ..	15
1905.					
May 29..	Pro. Patria...	...	French.....	— iron, steam.........	380
Aug. 9..	Phebe and Emma Small. (94,703)	36	Charlottetown, P.E.I..........	Schr., wood, sail.......	70
Sept. 18..	Puritan........... ...	18	Gloucester, U.S.A.	Schr., wood, sail.... ...	62
Nov. 17..	Phœnix.. . ... (85,620).	22	Parrsboro,' N.S...	Schr., wood, sail..	397
Sept. 16..	Pearl........ . ... (80,028)	25	St. John, N.B	Schr., wood, sail........	47
Dec. 3 .	Pacific.. . ... (111,639)	4	Lunenburg, N.S..........	Schr., wood, sail........	99
July 30..	Polino.... . ... (62,598)	8	Quebec, Que	Schr., iron, steam.	524
Dec. 26..	Pass of Melfort....... . (98,683)	14	Glasgow, G.B	Ship, steel, sail........	2,196
" 2.	Prudent .... (94,741)	17	St. John, N.B.......... ...	Schr., wood, sail.. ..	117
" 14..	Pearl Eveline.......... (111,414)	5	Lunenburg, N.S	Schr., wood, sail........	99
1904.					
July 12..	Potanoc.............. .	10	Liverpool, N.S......	Schr., wood, sail	231
	(103,195)				

Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Nature of Casualty.	Lives lost.	Remarks.
				$
New York, U.S.A., Halifax, N.S.	1 mile W.N.W. Pollock Rip Light, Ship Coast, Mass., U.S.A.	Collision	....	T'l. ship, 5,000 Cargo, 900
....	Lat. 43° 50 N. Long. 58° 40' W.	Part of deck load lost	....	
Baltimore, U. S. A., Buenos Ayres, Rosarïo.	Boca., Buenos Ayres.	Stranded	....	
Louisburg, C.B., Campbelton, N.B., New York, U.SA.	About 50 miles S. E. of Cape Sable, N.S.	Lost part of deck load	...	
P.E.I., Port Mulgrave, N.S., St. John's, Newfoundland.	Galantry Head, St. Pierre, Miquelon.	Stranded	....	T'l. ship, 6,500 Cargo, 4,000
Seven Islands, Que., Quebec, Que.	1 mile from Crane Island, St. Lawrence	In collision with ss. *Lake Champlain*	....	185
Greenock, Scot., Buenos Ayres	Yarmouth, N.S.	Grounded on rock	....	Part,
Louisburg, C. B., Halifax, N.S.	Thrum Cap Shoal, entrance to Halifax Harbour.	Stranded	...	Part ship, 400 Cargo, 200
Capto de Gato, Spain, St. John, N.B.	Atlantic Ocean	Abandoned at sea	...	
Tacoma, Wash., U.S.A., Port Townsend, Wash., U.S.A., Victoria, B.C.	5 miles S.E. of Point Wilson, Puget Sound.	Shaft broke in steam tube	....	Part, 1,500
Musquodoboit, N.S., New York, U.S.A.	Off Cape Cod, U.S.A.	3 Jibs blown away	....	
Halifax, N.S., Summerside, P.E.I., Boston, U.S.A.	On passage from Summerside to Boston.	1 boat smashed.	....	
Canso, N.S., fishing grounds, Canso, N.S.	Seal Ledge, N.S.	Stranded	.	Total.
Ste. Pierre, Miq., N. Sydney, C.B., N.S.	Near Fourchie, C.B.	Stranded	....	Total.
Hastings, C.B., Souris, P.E.I., Grand Entry, N.S.	Grand Entry, Magdalen Is.	Stranded	....	T'l. ship, 1,000 Cargo, 237
Canso, N.S., Canso, N.S., Fishing Banks.	Shag Rocks, St. Andrews channel, Sts. of Canso, N.S.	Stranded	..	Total, 4,000
Hillsboro,' N.B., New York, U.S.A.	Horse-shoe Shoals, Nantucket Shoals, American Coast.	Stranded	....	Part, 200
Harvey, N.B., Grindstone Island, N.B.	Below Riverside, N.B	Stranded	...	T'l. ship, 300 Cargo, 400
La Have, N.S., Crapaud, P.E.I., Boston, U.S.A.,	Off Gloucester, Mass., U.S.A	Broke forestay	....	Part, 100
Quebec, Que., Montreal, Que.	Becancour, Que	Stranded	....	Part, 2,000
Not known, Puget Sound, B.C.	Lat. 48° 55' 32" N., Long. 125° 32' 07" W., Western entrance to Barkley Sd., B.C.	Stranded	All h'ds lost	Total.
New York, N.Y., U.S.A., Sackville, N.B.	Flushing Bay, Long Island, U.S.A.	Collision	....	Part, 500
Oporto, Portugal, Halifax, N.S.	On Banks off Newfoundland.	Lost rigging and spars	....	Part, 1,705
Colon, San Blais Coast	District of Panama	Stranded	....	Total, 6,000

STATEMENT of Wrecks and Casualities reported as having occurred to British,

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sailing.	Register Tonnage.
1905.		Yrs			
Dec. 11..	Percy Cann. (100,531)	14	Yarmouth, N.S.	Schr., wood, steam	56
1904.					
Aug. 20..	Pleiades (66,710)	30	Charlottetown, P.E.I.	Schr., wood, sail	38
1905.					
Oct. 5..	Quadra (96,889)	14	Ottawa, Ont	Schr., steel, steam	265
1906.					
Mar. 1..	Quetay (100,057)	15	St. John, N.B.	Schr., wood, sail	123
....	Quickstep	...	Eastport., Me., U.S.A.	Schr., wood, sail	27
1900.					
Oct. 13..	Ripple (88,439)	21	Halifax, N.S.	Schr., wood, sail	20
1905.					
Nov. 29..	Rembrandt (101,292)	29	Sydney, N.S.	Schr., wood, sail	1,413
Dec. 25..	Robert S. Bernard (80,394)	23	Parrsboro, N.S.	Bk., wood, sail	1,142
July 29..	Rosalind (115,274)	4	Liverpool, G.B.	— steel, steam	1,634
Nov. 16..	Rescue (100,280)	13	Windsor, N.S.	Bark, wood, sail	321
1906.					
Jan. 3..	Richard (94,882)	15	Montreal, Que.	Schr., wood, steam	279
1905.					
July 1..	Salerno	21	Norwegian	Schr., iron, steam	1,683
Aug. 11..	Silver Leaf (112,329)	2	Parrsboro, N.S.	Schr., wood, sail	283
Sept. 21..	Samuel Drake (90,632)	19	Charlottetown, P.E.I.	Schr., wood, sail	68
June 24..	Saxon (85,350)	22	Charlottetown, P.E.I.	Schr., wood, sail	79
July 21..	Shamrock (116,416)	1	Victoria, B.C.	None, wood, steam	14
Sept. 11..	Still Water (79,998)	26	St. John, N.B.	Bk., wood, sail	1052
Dec. 3..	St. Lawrence (80,735)	26	Montreal, Que.	— wood, steam	313

Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Nature of Casualty.	Lives lost.	Remarks.	$
Port Mulgrave, Arichat, N.S.	Petit de Grat, N.S.	Stranded	....	Part,	800
Picton, N.S., Charlottetown, P.E.I.	St. Peter's Is. Light., Entrance to Charlottetown, P.E.I.	Stranded	....	Total,	700
Victoria, West Coast Point, Vancouver Island, B.C.	Lat. 48° 17′ N., Long. 123° 32′ W., Sts. of San Juan de Fuca.	Stranded	....	Serious.	
Weymouth, N.S., Boston, U.S.A.	20 miles south of Mook Island, Me., U.S.A.	Lost part of deckload of lumber, and foresail torn.			
Eastport, Me., U.S.A., Yarmouth, N.S., Magdalen Island, Que.	150 miles Westerly off Halifax, N.S.	Vessel sprang a leak after leaving Yarmouth, N.S.			
Arichat, N.S., Petite de Grat, N.S.	Petit de Grat, N.S.	Wrecked	....	Total,	150
Halifax, N.S., Louisburg, C.B., Halifax, N.S.	Lat. 44° 49′ N., Long. 61° 48′ W., Nova Scotia.	Broke from tug, Lost at sea.	All h'ds lost	No information.	
Monte Video, New York, U.S.A.	Lat. 32° 30 N., Long 72° 20 W., E. coast of America.	Struck by water spout.	....	Total,	10,000
Newcastle-on-Tyne, St. John's, N.B.	Off Cape Race, Atlantic	In Collision with schooner.	....	No loss.	
Jacksonville, Fla, Dorchester, N.B.	Lat. 32° 14′ N., Long. 79° 23 W., Atlantic.	Oakum started, Vessel leaked and lost some sails.	....	Part,	1,200
Port Hastings, C.B., Beaver Har., N.S., Yarmouth, N.S.	Crain Ledge, Blanche, N.S.	Stranded	....	Total.	
Cadiz, Spain, Halifax, N.S.	Halifax Harbor, N.S.	Stranded	....		
New York, U.S.A., Diligent River, N.S.	Partridge Island, Bay of Fundy, N.S.	Stranded	....	Part,	1,735
Port Morien, N.S., Halifax, N.S.	Off Scatarie, N.S.	Foundered	....	Total.	
Charlottetown, P.E.I., Souris, P.E.I., Estang du Nord.	North entrance to Estang du Nord., Magdalen Is.	Stranded	....	Total,	800
In harbour, Victoria, B.C....	Spratts Wharf, Victoria Harbour, B.C.	Damaged by fire	....	Part,	50
Barbados. B.W.I., Tur'k Island, B W.I.	N.E. Reef off Grand Turk's Island, B.W.I.	Stranded	....	Total,	12,000
....	In harbour of Montreal	Boat sank owing to blow-off boiler pipe not having been plugged.	....	Part,	7,000

STATEMENT of Wrecks and Casualties reported as having occurred to British,

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sailing.	Register Tonnage.
1905.		Yrs.			
Dec. 19..	Sakata (116,901)	1	Parrsboro, N.S.	Schr., wood, sail	395
1906.					
Jan. 11..	Shaffner Bros (100,014)	11	Annapolis, N.S.	Schr., wood, sail	148
" 11..	Scylla (85,737)	23	Halifax, N.S	Schr., wood, sail	95
Mar. 16..	Sebago	23	Boston, Mass., U.S.A	Schr., wood, sail	254
" 5..	Silver Leaf (112,329)	3	Parrsboro, N.S.	Schr., wood, sail	283
" 16..	Springfield (85,593)	24	St. John, N.B	Nil, wood, sail	147
Jan. 24..	Sirocco (100,059)	15	St. John, N.B	Schr., wood, sail	298
Mar. 22..	Sainte Marie (83,440)	18	Lunenburg, N.S	Schr., wood, sail	148
June 19..	Silver Cloud (80,784)	....	Digby, N.S.	Schr., wood, sail	45
" 6..	Senator	13	Gloucester, Mass., U.S.A.	Schr., wood, sail	110
....	St. Peter (97,187)	15	Windsor, N.S.	Bktne., wood, sail	551
April 30..	Selkirk (147,095)	8	Victoria, B.C	Sloop, wood, steam	86
1905.					
June 12..	Tampican (93,837)	....	Liverpool, G.B	Schr., steel, steam	3126
Sept. 13..	Togo (116,741)	1	Halifax, N.S.	— wood, steam	66
July 7..	Tyree (97,096)	16	Lunenburg, N.S	Schr., wood, sail	285
Oct. 23..	Tordenskjold	....	(Norwegian)	Schr., steel, steam	2,295
Dec. 16..	Tees (95,929)	13	Victoria, B.C	Fore and aft, steel, steam	442
Nov. 8..	Transfer (100,794)	12	Victoria, B.C	Wood, steam	98
Oct. 27..	Tyrian (60,459)	....	Glasgow, G.B.	Iron, steam	668
Nov. 10..	Turret Bell (194,263)	11	Newcastle, G.B.	Schr., steel, steam	1,375
1906.					
April 21..	Torr Head (99,970)	11	Belfast, Ire	Schr., iron, steam	3,867
May 29..	Thetis (42,322)	43	Halifax, N.S..	Schr., wood, sail	92
" 20..	Themis	9	London, Eng	Schr., steel, steam	1,209
" 1..	Tyree (97,096)	15	Lunenburg, N.S	Schr., wood, sail	284
1905.					
Aug. 12..	Unique	9	Tonsberg, Norway	Schr., steel, steam	1,298
Nov. 28..	Urbain B. (83436)	18	Parrsboro', N.S.	Schr., wood, sail	98

Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Nature of Casualty.	Lives lost.	Remarks.
				$
Havana, Cuba, Pascagoula, Miss., U.S.A.	Lat. 28° 56′ N., Long. 86° 10′ W., Gulf of Mexico.	Capsized in a squall.	7	Total, 24,009
Gloucester, Mass., U.S.A., Winter Harbour, Me., U.S.A., Louisburg, C.B.	Lat. 44° 17′ 57″, Long 66° 23′ 38″, Bay of Fundy.	Stranded..	....	Total, 5,000
Liscomb, N.S., Port Hastings, N.S.	3½ miles N. Port Hastings, N.S.	Vessel got into ice and was carried ashore.	....	Part, 1.700 (s.)
St. John, N.B., Philadelphia, Pa., U.S.A.	3 miles E. of Beaver Harbour, N.B.	Stranded....	....	Total, 8,000 (s.) 4,479 (c.)
New York, N.Y., U.S.A., Bridgewater, N.S.	Off Sambro, Halifax coast..	Lost sails...	...	Part, 400
Tied up for winter..	Rowan's Cove, north end St. John, N.B.	Caught fire from ss. *Beatrice E. Waring.*	....	Part, 1,208
Havana, Mobile ..	Opposite City of Mobile in Mobile River, U.S.A.	Collision.................	...	Unknown.
New York, U.S.A., Yarmouth, N.S.	Bunker Island, near Yarmouth, N.S., Bay of Fundy	Stranded......	....	Total, 4,000
Digby, N.S., St. John, N.B.	Mispec Point, 9 miles S.E. from St. John, N.B.	Stranded..........	...	Total, 550
Gloucester, Mass., U.S.A....	Sydney River, Archibald's Head, N.S.	Stranded...	....	Part, 650
Hillsboro, N.B., Perth Amboy, N.J., U.S.A.	Petitcodiac River, Calhoun's Point, N.B.	Stranded..	...	Total, 10,000
Ladysmith, B.C., Tacoma, Wash., U.S.A.	Near Sydney, B.C.........	Stranded.............. ..	...	Part, 7,000
Antwerp Holland, Montreal, Que., Leith.	Montreal Harbour, Que....	Stranded........	...	
Tow boat in Halifax Harbour, N.S.	At G. S. Campbell & Co., wharf, Halifax, N. S.....	Damaged by fire	....	Part, 2,000
(B) Havana, Gulf Port, Miss., U.S.A.	8 miles off Pensacola Light, Gulf of Mexico, U.S.A.	Foresail carried away by gale.	....	Part.
Sydney, N.S., Quebec, Que., Montreal, Que.	40 miles above Quebec, Que., St. Lawrence River.	Collision..	....	Heavy damage
Victoria, B.C., Northern B. C. ports.	Entrance to Victoria Harbour, B.C.	Propeller struck a log.....	...	
Steveston, B.C., New Westminster, B.C.	Fraser River, B.C....	Collision with H.M.S. *Sheerwater.*	....	
Halifax, N.S., Sydney, C.B., Cabling.	10 miles N. by W. from Cape St. Lawrence, C.B.	Plug blew out of boiler, killing 2 men.	2	
Montreal, Que., Port Hastings.	Port Hastings, C.B..... ..	Fouled by ss. *Amethyst*....	....	Part, 1,598
New Orleans, U.S.A., Belfast, Ire.	371 miles south of Halifax, N.S.	Lost rudder....	....	Part.
Summerside, P.E.I., Louisburg, C.B.	Louisburg, C.B....	Stranding	3	Total.
Vancouver, B.C., Ladysmith, Skagway, B.C.	2nd Point North of Maud Isl., north end Seymour Narrows, B.C.	Stranded.........	...	
Halifax, N.S., Louisburg, C. B., Quebec, Que.	Rock Bay, Richmond Co., N.S.	Stranded........	....	Part, 3,500
Pictou, N.S., Montreal, Que.	St. Croix, St. Lawrence....	Stranded.......	....	Part, 16,000
Parrsboro', N.S., Bridgetown, N.S.	N.E. Port George Breakwater, N.S., Bay of Fundy.	Stranded.	....	Total, 1,500 (*s* 688 (*c*

STATEMENT of Wrecks and Casualties reported as having occurred to British,

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sailing.	Register Tonnage.
1905.		Yrs			
Sept. 29..	Universe.......... ..	....	....	Iron, steam............	..
May 15..	Viking.. .... (103504)	9	Lunenburg, N.S.............	Schr., wood, sail	96
Aug. 28..	Vendetta.. ... . (111,731)	3	Lunenburg, N.S	Sch., wood, sail..... ...	93
" 29..	Victorie.......... . . . (80,852)	25	Halifax, N.S.......	Schr., wood, sail	88
Sept. 1..	Virginian. .... (84,184)	23	Liverpool, G.B.......	Schr., iron, steam.......	3,165
....	Valetta..... ... .. . (90,752)	20	St. John, N.B	Schr., wood, sail.... ...	99
1906.					
Jan. 22..	Valencia ... . (25,998)	24	New York, N.Y........ ...	Schr., iron, steam. .	1,197
Sept. 1....	Victorian.. .. .. (121,216)	....	Glasgow. G.B	Schr., steel, steam... ...	6743
1906.					
Jan. 11...	Vinita .. .. (116,508)	2	Lunenburg, N.S...............	Schr., wood, sail..... ..	168
" 23....	Venture .... (111,776)	4	Victoria, B.C.................	Schr., wood, steam......	409
1903.					
July 30 ..	V. C. Co. No. 1........ (107,624)	8	New Westminster, B.C..	None, wood, sail.... ...	15
" 30...	V. C. Co. No. 5........ (107,624)	8	New Westminster, B.C.	Barge, wood, sail........	21
1905.					
Dec. 7....	Willie B.... .... (73,962)	29	Liverpool, N.S.....	Schr., wood, sail	38
Nov. 3....	Wandrian .... (85,617)	22	Parrsboro, N.S.........	Schr., wood, sail	311
Oct. 14....	White Wings..... .... (100,866)	12	Lunenburg, N.S......	Bgtn., wood, sail..... ..	396
Dec. 20...	Wobun .... (100,709)	3½	Pictou. N.S.........	Schr., steel, steam	990
1906.					
Jan. 12...	W. H. Baxter..... ... (117,162)	3 m	Windsor, N.S...........	Schr., steel, steam	331
Feb. 23...	W. R. Huntley. .... (100,105)	15	Parrsboro, N.S....	Schr., wood, sail	167
April 5....	W. E. & W. L. Tuck....	....	American....	Schr., wood.	395

Vessels..................	220
Tons	139,586
Damage..................	$573,420
Lives lost..................	149

Canadian and Foreign Sea-going Vessels in Canadian Waters, &c—*Continued.*

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Nature of Casualty.	Live lost.	Remarks.
				$
Montreal....	Harbour of Montreal.......	In collision with barge *Batte.*	....	
Halifax, N.S., Bone Bay, Nfld.	Off Leigan Head, 46° 14′ N., 60° 02′ W.	Stranded....	....	Part, 500
Lunenburg, N.S., Burine, Nfld. Fishing Banks.	30 miles N.N.E. from N.E. end of Sable Isl.	Damaged in gale.	...	Part, 900
Port Hastings, C.B., Souris, P.E.I., Grand Entry, M. Is.	In Grand Entry Harbour, Magdalen Isl.	Stranded.................	....	Total, 550
Antwerp, Quebec and Montreal.	Crane Island, St. Lawrence River.	Stranded.................	....	Part unknown.
St. John, N.B., Boston, U.S.A.	St. John, N.B....	Lost part of deck load....	....	
San Franciseo, U.S.A., Victoria, B.C.	Shore of Vancouver Isl., near Clauswah, Lat. 48° 42′ 30″ N., Long. 125° 01′ 25″ W.	Stranded	117	Total loss.
Liverpool, N. S., Montreal, Que., Liverpool, N.S	Off Cape St. Charles, River, St. Lawrence, 40 miles above Que.	Stranded.	....	Serious damage to ship's bottom.
New York, Baracoa, Cuba, Philadelphia, U.S.A	Lat. 27° 34 N., Long. 74° 32 W. N. Atlantic.	Had Mainsail split.........	....	Part 10
Victoria, B. C., Vancouver, B.C., Victoria, B.C.	Gossip Reef, Gulf of Georgia, B.C.	Stranded	....	Part 2,500
Ladner, B.C.. ... . Anacortes, Wash., U S.A..	Near Anacortes, Wash., U. S. A.	Abandoned, old and leaky.	....	Total 100
Ladner, B.C............. ... Anacortes, Wash., U.S.A.	Near Anacortes, Wash., U. S. A.	Abandoned, old and leaky.	. ..	Total 100
Mulgrave, N. S., Port Hood, Margaree, N.S.	Entrance Margaree Harbour, G. St. Lawrence.	Stranded	....	Trifling.
Tenny Cape, N. S., New York, U.S.A.	Off Seal Island...........	Lost 2 jibs..........		
Black River, Philadelphia, U.S.A.	Colorado Reefs, Strs. of Florida, near Cuba.	Stranded...........	....	Pt. ship, 2,000 cargo 2,000
St. John's, Nfld., North Sydney, St. John's, Nfld.	Off Flat Point, Sydney Har. Canada.	Bottom end of high press cylinder cracked	...	
Mobile, U. S. A., Havana Har.	Havana Harbour, Cuba.	Ran into by German s.s. '*Minnie Ham.*"..........	....	Part 2,750
Yarmouth, N.S., New York U. S. A.	Off Cape Ann, Mass., U. S. A.	Lost deckload.......		
Bridgewater, N. S., New York.	55 miles W. by N. from Seal Island, N. S.	Sprang a leak............	....	Part 6,000

APPENDIX 44

STATEMENT showing the results of certain returns respecting Shipping and Discharging of Seamen, received by the Department of Marine and Fisheries, in accordance with the provisions of Chapter 74, Consolidated Statutes of Canada, from Shipping Masters throughout the Dominion, for the half year ended June 30 and December 31, 1906.

NOTE.—Names printed in italics are Shipping Masters appointed under the Act. The Collectors of Customs act as Shipping Masters.

QUEBEC.

Name of Port.	Name of Country.	Name of Shipping Master.	For half-year ended June 30, 1906.			For half-year ended December 31, 1906.			Total Seamen Shipped.	Total Seamen Dis-charged.	Total Amount.
			Seamen Shipped.	Seamen Dis-charged.	Amount.	Seamen Shipped.	Seamen Dis-charged.	Amount.			
					$ cts.			$ cts.			$ cts.
Escoumains	Saguenay	Collector of Customs	...	...	...	...	...	...	...	...	...
Gaspé	Gaspé	*F. E. Eden*	...	...	...	...	...	...	...	...	...
Magdalen Islands	"	Collector of Customs	...	...	...	...	...	...	...	...	...
Montreal	Hochelaga	*Wm. Cunningham*	1,246	543	785 90	3,465	905	2,004 00	4,711	1,448	2,789 90
New Richmond	Bonaventure	Collector of Customs	...	...	...	...	...	...	...	...	...
Paspebiac	"	" "	...	...	...	...	...	...	10	12	8 60
Percé	Gaspé	" "	...	...	...	...	1	0 30	...	1	30
Quebec	Quebec	*J. U. Gregory*	500	618	435 50	...	...	...	500	618	435 50
Rimouski	Rimouski	Collector of Customs,	Nil	Nil	...	Nil	Nil	...	...	...	...
St. Johns	St. Johns	" "	...	...	...	...	...	...	...	...	...
Sorel	Richelieu	" "	...	...	...	...	...	...	...	...	...
Three Rivers	3 Riv. & St. Maur.,	" "	...	...	...	...	...	...	...	...	...

NEW BRUNSWICK.

Name of Port.	Name of Country.	Name of Shipping Master.	Seamen Shipped. (June 30)	Seamen Dis-charged. (June 30)	Amount. (June 30)	Seamen Shipped. (Dec. 31)	Seamen Dis-charged. (Dec. 31)	Amount. (Dec. 31)	Total Seamen Shipped.	Total Seamen Dis-charged.	Total Amount.
Alma	Albert	Collector of Customs	Nil	Nil	...	Nil	Nil	...	...	...	...
Bathurst	Gloucester	" "	...	...	...	...	...	...	...	...	...
Buctouche	Kent	" "	Nil	Nil	Nil	Nil	Nil	Nil	Nil	...	...
Chatham	Northumberland	*R. J. Walls*	10	2	5 60	50	12	28 60	60	14	34 50
Cocagne	Kent	Collector of Customs	...	...	...	...	...	...	...	...	...
Dalhousie	Restigouche	" "	...	...	...	...	...	...	...	...	...
Dorchester	Westmorland	" "	...	...	...	...	...	...	36	25	29 25
Fredericton	York	" "	...	...	...	...	...	...	...	...	...
Grand Harbour	Charlotte	*D. J. W. McLaughlin*	...	...	...	...	...	...	...	...	...
Harvey	Albert	Collector of Customs	...	...	...	...	...	...	...	...	...
Hillsborough	"	" "	...	...	...	...	...	...	18	7	11 10
Lepreaux	Charlotte	" "	...	...	...	...	...	...	...	...	...

Moncton	Westmorland	" "							9	6	5 40
Musquash	St. Johns	" "									
New Brandon	Gloucester	" "									
Newcastle	Northumberland	*J. Russell*	Nil	Nli	Nil	4	5	3 50	4	5	3 50
Quaco	St. Johns	Collector of Customs									
Richibucto	Kent	" "	Nil	Nil	Nil	Nil	Nil				
Rockport	Westmorland	" "									
Sackville	"	" "	4		2 00					4	2 00
St. Andrews	Charlotte	" "									
St. George	"	" "				3	Nil	1 50			1 50
St. John	St. John	*W. H. Purdy*	1,832	459	1,053 70	1,209	691	852 30	3,122	1,150	1,906 00
St. Stephen	Charlotte	Collector of Customs									
Shediac	Westmorland	" "	Nil	Nil	Nil	Nil					
Shippegan	Gloucester	" "									

NOVA SCOTIA

Advocate Harbour	Cumberland	Wm. Moore	5	7	4 60	10	7	7 10	15	14	11 70
Amherst	"	Collector of Customs	Nil	2	0 60	18	11	12 30	18	13	11 90
Annapolis	"	" "	47	31	32 80	81	39	52 20	128	70	85 00
Antigonish	Antigonish	" "	Nil	Nil	Nil	Nil	Nil	Nil			
Apple River	Cumberland	" "		No returns		14	14	11 20	14	14	11 20
Arichat	Richmond	D. O. C. Madden	23	1	11 80	18	11	12 30	41	12	24 10
Aspy Bay	Victoria	Collector of Customs									
Baddeck	"	" "									
Barrington	Shelburne	D. Sargent	1	8	2 90	Nil	5	1 50	1	13	4 40
Barton	Digby	"				41	43	33 40			33 40
Bayfield	Antigonish	"	Nil	Nil		Nil	Nil				
Beliveau's Cove	Digby	"	32	24	23 20	16	28	16 40	48	52	39 60
Bear River	"	W. W. Wade	29	29	23 20	42	66	40 80	71	95	64 00
Beaver Harbour	"	Collector of Customs									33 40
Bridgetown	Annapolis	" "	Nil	Nil		Nil	Nil				
Bridgewater	Lunenburg	N. C. Own	84	89	68 70	110	90	82 00	194	179	150 70
Canning	King's	Collector of Customs									
Canso	Guysboro'	" "	29	2	15 10	38	14	23 20	67	16	38 30
Church Point	Digby	" "	4	2	2 60	13	10	9 50	17	12	12 10
Clark's Harbour	Shelburne	E. Nickerson	5	31	11 80	2	8	3 40	7	39	15 20
Clemensport	Digby	Collector of Customs	20	12	13 60	30	42	27 60	50	54	41 20
Digby	"	" "	3	7	3 60	16	28	16 40	19	35	20 00
Freeport	"	" "		No returns			6	6 00	6	6	4 80
French Cross	King's	" "									
Glace Bay	Cape Breton	J. J. Campbell	Nil	Nil		Nil	2	0 60			0 60
Great Bras d'Or	Victoria	Collector of Customs									
Guysboro'	Guysboro	Hugh B igh									
Hantsport	Hants	Collector of Customs	27	18	18 90	Nil	Nil		27	18	18 90
Halifax	Halifax	H. Bligh	1,959	1,542	1,442 10		1,617	1,565		3,107	2,720 10
Harbour au Bouche	Antigonish	Collector of Customs	Nil	Nil		Nil	Nil				
Harbourville	King's	" "	No returns								

STATEMENT showing returns respecting Shipping and Discharging of Seamen, &c.

NOVA SCOTIA—*Continued.*

Name of Port.	Name of County.	Name of Shipping Master.	For half-year ended June 30, 1906.			For half-year ended December 31, 1906.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Isaac's Harbour	Guysboro'	Collector of Customs									
Jordan Bay	Shelburne	" "	1	0	0 50				1	0	0 50
Lingan	Cape Breton	Mathew Roche									
Liscomb	Guysboro'	Collector of Customs	10	1	5 30	2	5	2 20	12	5	7 50
Little Bras d'Or	Cape Breton	" "									
Liverpool	Queen's	I. V. Dexter									
Lock.port	Shelburne	Collector of Customs	101	27	58 60				101	27	58 60
Londonderry	Colchester	" "									
Louisburg	Cape Breton	W. L. Lewis	Return	was for 1	year.				372	286	270 80
Lunenburg	Lunenburg	Alfred Heisler									
Mahone Bay	"	Collector of Customs	112	32	65 60	115	31	66 80	227	63	132 40
Main-à-Dieu	Cape Breton	R. McDougall	Nil	Nil	Nil						
Maitland	Hants	Collector of Customs									
Margaree	Inverness	" "									
Margaretsville	Annapolis	" "	Nil	Nil	Nil		3	0 90		3	0 90
Merigomish	Pictou	" "									34 00
Meteghan	Digby	" "	53	25	34 00						
Mulgrave	Guysboro'	" "									
North-East Harbour	Shelburne	" "	7	1	3 80				7	1	3 80
North Sidney	Cape Breton	Malcolm J. Ross									
Parrsboro	Cumberland	D. K. Holmes	177	131	127 80	164	162	130 60	341	293	258 40
Pictou	Pictou	John Waters	11	17	10 60	40	27	32 10	51	44	42 70
Port Gilbert	Digby	Collector of Customs									
Port Greville	Cumberland	" "									
Port Hawkesbury	Inverness	James McLean				14	11	8 90	14	11	8 90
Port Hood	"	Collector of Customs									
Port la Tour	Shelburne	" "									
Port Lorne	Annapolis	" "									
Port Medway	Queen's	" "					1	12	1	12	4 12
Port Morien	Cape Breton	" "									
Port Williams	King's	" "									
Pubnico	Yarmouth	" "	Nil	Nil	Nil	Nil	Nil.				
Pugwash											
Pt. Mulgrave	Guysboro'	M. J. Keating	6	7	5 10	12	14	11 20	18	21	16 30

Riverport	Lunenburg	G. Seaboyer	20	25	17 50	79	38	50 80	99	63	78 30
River Hébert	Cumberland	Collector of Customs	23	8	13 90	24	20	18 00	47	28	31 90
St. Anne's	Vicioria	" "									
St. Peter's	Richmond	D. M. Morrison	20	3	10 90	14	6	8 80	34	9	19 70
Salmon River	Digby	Collector of Customs	6	1	3 30				6	1	3 30
Sheet Harbour	Halifax	T. H. Hall	Nil.	Nil.	Nil.						
Shelburne	Shelburne	W. W. Atwood	11	16	10 30	5	19	8 20	16	35	18 50
Sydney	Cape Breton	Jas. Rudderham	140	75	92 50	249	231	193 80	389	306	203 30
Sydney Inner Pier	" "	" "				283	230	210 50			210 50
" Vic "	" "	Vincent Mullins									3 60
Thorne's Cove	Annapolis	Collector of Customs	6	3	3 60				6	3	3 60
Truro	Colchester	" "									3 60
Tatamagouche	"	" "	Nil.	Nil.		Nil.	Nil.				
Wallace	Cumberland	" "									
Walton	Hants	" "							8	14	9 60
West Arichat	Richmond	A. B. Porier				8	14	9 60	8	53	
Weymouth	Digby	A. H. Brooks				61	53	46 40	8	53	46 40
Windsor	Hants	" "	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.			
Wolfville	King's	" "	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.			
Yarmouth	Yarmouth	L. N. Trefry	497	421	374 80	795	777	630 60	1,292	1,198	1,004 50

PRINCE EDWARD ISLAND.

Alberton	Prince	Collector of Customs	3	0	1 50	3	3	1 90	3	3	3 40
Charlottetown	Queen's	F. Beers	60	17	35 10	184	77	115 10	244	94	150 20
Crapaud	"		Nil.	Nil.			Nil.	Nil.			
Georgetown	King's	Collector of Customs	15	1	7 80	3	7	3 60	18	8	11 40
Malpeque	Prince										
Montague Bridge	King's										
Murray Harbour	Queen's		Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.		
Pinette	"										
Port Hill	Prince										
St. Peter's Bay	King's		Nil.	Nil.			Nil.	Nil.			
Souris	"										
Summerside	Prince										
Tignish	"	Collector of Customs	Nil.	Nil.			Nil.	Nil.			

BRITISH COLUMBIA.

Abouset	Vancouver										
Clayoquot	"										
Hesquait	"										
Kynquot	Comox	W. J. Feker	31	1	15 80		29	8 70	31	30	24 50
Masset Inlet	Queen Charl'te Id.										
New Westminster	New Westminster										
Ucluelet	Barclay Sound										
Vancouver	New Westminster	D. McPhaiden	746	919	793 50	755	807	770 20	1,501	1,726	1,563 70
Victoria	Victoria										

APPENDIX 45

HARBOUR MASTERS.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in the Canada Shipping Act, chapter 113, Revised Statutes of Canada, 1906, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amounts which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended December 31, 1906, and the overplus, if any, paid to the credit of the Receiver General.

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1906.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Amherstburg	Dec. 29, '06	M. Barrett	Dec. 29, '06	200 00	5 00	
Bronte	Oct. 26, '05	James Wilson	Oct. 26, '05	200 00	......	
Collingwood	Mar. 3, '77	Henry Foreman	May 5, '04	200 00	194 00	
Depot Harbour	May 30, '98	J. F. Pratt	June 15, '98	200 00	72 00	
Fort William	July 7, '91	James McAllister	May 12, '06	400 00	480 00	79 79
French River	June 20, '93	E. B. Barron	June 5, '06	200 00	28 00	
Goderich	April 22, '76	John R. Craigie	May 16, '05	300 00	62 50	
Little Current	July 19, '06	John T. May	July 19, '06	200 00	26 50	
Meaford	" 16, '02	Samuel McClain	" 16, '02	200 00	39 00	
Midland	" 22, '82	John White	" 13, '97	300 00	144 00	
Oshawa	Aug. 10, '04	W. T. Henry	Aug. 10, '04	300 00	....	
Parry Sound	Mar. 19, '83	J. D. Hall	Mar. 8, '06	200 00	82 00	
Penetanguishene	Feb. 2, '77	Peter Light	May 7, '06	200 00	12 00	
Port Arthur	May 12, '84	B. Guerard	" 21, '97	200 00	341 00	141 00
Port Stanley	Jan. 15, '98	Frank E. Shepard	Jan. 15, '98	200 00	56 00	
Rondeau	May 4, '78	W. R. Fellowes	" 1, '89	100 00	40 00	
Southampton	Sept. 23, '75	W. H. Johnson	Oct. '82	100 00	36 00	
Sarnia	July 25, '85	Robt. McAdam	May 3, '86	300 00	Nil.	
Trenton	Nov. 12, '04	Oscar C. Lawson	Nov. 12, '04	200 00	....	

PROVINCE OF QUEBEC.

Amherst	Sept. 2, '78	John Cassidy	Sept. 2, '78	200 00	10 00	
Anse aux Gascons	June 28, '05	J. Mourant	June 28, '05	100 00	2 00	
Bersimis	July 31, '91	L. Thibault	Dec. 13, '05	200 00	0 83	
Bonaventure	June 5, '05	A. Bourque	June 5, '05	100 00	83 00	
Caplan	May 15, '05	T. Bujold	May 15, '05	100 00	....	
Carleton	Dec. 8, '81	B. Leclerc	" 15, '05	200 00	Nil.	
Chicoutimi	May 23, '85	Ainsworth Sturton	June 8, '86	200 00	87 50	
Escoumains	Oct. 27, '06	C. J. Belanger	Oct. 27, '06	200 00	Nil.	
Grand Entry	Feb. 19, '92	John A. Chenell	June 21, '04	200 00	3 00	
Grand River	April 3, '00	Geo. Beaudin	April 3, '00	100 00	20 00	
Gaspé	Sept. 25, '74	Francis G. Eden	" 1, '89	500 00	....	
House Harbour	Aug. 19, '87	C. Lafrance	Dec. 10, '96	200 00	27 00	
Maria	Mar. 29, '05	Arthur Cyr	Mar. 29, '05	100 00	10 00	
Matane	Oct. 19, '77	L. J. Levasseur	Dec. 12, '96	200 00	88 00	
Métis	Feb. 7, '78	J. H. Ferguson	Mar. 10, '96	200 00	....	

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF QUEBEC—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed	Amount collected in 1904.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
New Carlisle	Feb. 25, '89	John Chisholm	April 22, '02	100 00	Nil.	
New Richmond	April 3, '82	F. X. Cormier	" 15, '02	200 00	31 00	
Nouvelle	Jan. 3, '03	Joseph Casey	Jan. 3, '03	200 00	10 00	
Oak Bay	Mar. 22, '80	Thomas Harper	July 12, '04	200 00	40 00	
Paspebiac	May 23, '77	W. L. Kempffer	Sept. 21, '00	150 00	47 00	
Percé	Sept. 17, '03	E. Donoghue	Oct. 10, '03	100 00	Nil.	
Port Daniel	Mar. 25, '89	George McInnis	April 30, '03	200 00	16 00	
Rimouski	" 5, '77	A. P. St. Laurent	May 13, '96	200 00	69 00	
Rivière Ouelle	July 22, '82	Vacant	....	....	....	
Rivière du Loup	June 19, '00	F. E. Gilbert	Oct. 5, '02	100 00	35 00	
St. Godefroi	June 5, '05	J. Grenier	June 5, '05	100 00	....	....
St. Thomas	Dec. 21, '85	L. Dionne	Oct. 22, '96	200 00	35 00	....
*St. Johns	....	G. H. Farrar	Mar. 20, '97	550 00	863 00	313 00
*Sorel	....	J. A. Proulx	June 6, '01	400 00	524 50	124 50
Tadousac	June 6, '06	A. Gingras	June 6, '06	200 00	26 00	....
Trois Pistoles	Mar. 28, '98	Edouard T. Pettigrew	April 11, '99	100 00	Nil.	....

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed	Amount collected in 1904.	Amount paid over to Receiver General.
Alma	May 2, '98	Gideon W. Parsons	May 2, '98	100 00	14 00	....
Bathurst	" 30, '73	N. Haché	April 14, '03	200 00	67 00	....
Black's Harbour and Beaver Harbour	Sept. 22, '83	E. W. Cross	Sept. 17, 83	100 00	....	....
Buctouche	May 30, '73	H. Hutchinson	April 17, '97	100 00	21 00	....
Campbellton	" 30, '73	G. E. Asker	May 5, '04	200 00	100 00	....
Campobello	" 30, '73	W. E. Sulis	Dec. 16, '92	100 00	Nil.	....
Cape Tormentine	" 9, '95	M. S. Treen	May 13, '01	200 00	58 00	....
Caraquet	" 30, '73	J. A. Albert	Nov. 7, '05	150 00	4 50	....
Chatham	" 30, '73	R. J. Walls	April 13, '98	300 00	30 00	....
Cocagne	" 30, '73	J. T. Bourque	June 23, '05	100 00	0 50	....
Dalhousie	" 30, '73	W. S. Smith	Mar. 19, '88	200 00	157 00	....
Dorchester	" 30, '73	James Shea	Oct. 25, '00	200 00	19 00	....
Fairhaven	July 30, '01	Alonzo Calder	July 39, '01	200 00	13 00	....
Fredericton	" 30, '73	Vacant	....	....	....	....
Grand Manan, North	Aug. 22, '89	Newton L. Thomas	Oct. 9, '00	100 00	....	....
Grand Manan, South	" 22, '89	Turrer Ingalls	May 23, '01	100 00	....	....
Gull Rock Channel	Jan. 14, '98	G. A. Johnson	April 27, '04	100 00	Nil.	....
Great Shemogue	May 17, '75	Vacant	....	....	....	....
Harvey	April 10, '75	Wm. Wood	June 9, '03	100 00	30 00	....
Heron Channel	July 15, '97	Duncan Robertson	July 15, '97	200 00	39 50	....
Hillsborough	May 30, '73	John O'Shaughnessy	April 13, '98	150 00	87 00	....
Hopewell Cape	Aug. 25, '91	John H. Christopher	June 26, '99	200 00	51 50	....
Ledge St. Stephens	May 30, '73	W. McBean	" 12, '94	100 00	Nil	....
Letete,	Sept. 15, '83	H. W. Harris	Feb. 16, '06	100 00	7 50	....
Little Shippigan and Miscou Gully	April 19, '86	Joseph Beaudin	Oct. 27, '06	100 00	Nil.	....
Little Shemogue	Sept. 5, '88	Vacant	....	....	....	....
Moncton	May 30, '73	B. Toombs	April 12, '05	200 00	6 50	....
Musquash	Mar. 26, '74	J. McNulty	Sept. 28, '96	100 00	29 00	....
Newcastle	May 30, '73	John Russell	June 27, '04	300 00	143 00	....
North Joggins	" 30, '73	Vacant	....	....	....	....
Port Elgin & Baie Verte	Feb. 6, '73	Andrew Grant	May 7, '01	200 00	2 50	....
Pokemouche	June 23, '83	M. Landry	" 13, '01	100 00	Nil.	....
Richibucto	May 30, '73	James Alexander Jardine	" 11, '74	200 00	28 50	....
Rockland	" 30, '73	Vacant	....	....	....	....
Sackville	" 30, '73	E. Chase	May 11, '04	200 00	32 00	....
St. Andrews	" 30, '73	John Wren	" 6, '84	100 00	95 00	....
St. George	" 30, '73	Geo. W. McKenzie	" 10, '00	100 00	38 50	....
St. Martins and Quaco	" 14, '74	G. R. McDonough	July 16, '02	100 00	40 00	....
Shediac	" 30, '73	Alexander McQueen	May 19, '76	300 00	57 00	....

* Within the harbour of Montreal, no proclamation is required by Act.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NEW BRUNSWICK—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed	Amount collected in 1906.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Shippigan	〃 30, '73	James Degrace	April 14, '03	100 00	7 50	......
Tracadie	July 16, '75	Theodore Savoy	Sept. 23, '99	100 00	2 00	....
Waterside	Sept. 3, '89	W. C. Anderson	May 24, '01	100 00	6 00	....
West Isles	July 30, '01	B. Simpson	Sept. 27, '01	200 00	20 00	....

PROVINCE OF NOVA SCOTIA.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed	Amount collected in 1906.	Amount paid over to Receiver General.
Abbot Harbour	May 23, '01	F. U. D'Entremont	May 23, '01	200 00	11 00	......
Advocate	〃 18, '80	E. L. Morris	July 23, '06	100 00	12 50	....
Annapolis	Mar. 12, '75	John Lindgren	〃 7, '98	200 00	78 00	....
Apple River	Aug. 5, '86	J. T. Spicer	June 4, '06	200 00	13 00	....
Arichat	Apl. 22, '79	B. Gerrior	May 23, '01	200 00	44 50	....
Baddeck	Sept. 23, '75	Angus B. Morrison	Aug. 3, '03	100 00	2 00	....
Barrington	Apl. 1, '81	B. Kenney	July 6, '93	200 00	23 50	....
Bayfield	July 11, '79	John McDonald	〃 12, '79	200 00	Nil	....
Bay St. Lawrence	April 21, '87	B. J. Zwicker	April 21, '87	200 00	Nil.	....
Bear River	Sept. 25, '74	Wm. McFadden	Sept. 27, '97	100 00	33 50	....
Beaver Harbour	July 5, '80	Henry Hawbolt	〃 22, '88	100 00	5 50	....
Big Harbour	May 28, '83	Donald McKenzie	May 28, '83	100 00	Nil.	....
Bridgewater	〃 6, '74	William Oakes	Jan. 28, '96	100 00	154 50	....
Big Bras d'Or	June 9, '03	James McLean	Aug. 13, '03	200 00	10 50	....
Big Pond	Mar. 8, '06	M. A. McIsaac	Mar. 8, '06	200 00	....	....
Cape Canso	June 6, '76	G. Oliver	Feb. 14, '05	150 00	150 00	....
Cape Negro or North East Harbour	May 18, '81	A. D. Perry	May 18, '81	200 00	9 00	....
Chester	Aug. 18, '83	A. C. Corkum	July 8, '96	100 00	12 50	....
Cheticamp	April 20, '76	Fulgence Aucoin	April 15, '76	100 00	6 00	....
Clark's Harbour	June 1, '81	John G. Nickerson	Mar. 23, '04	200 00	36 00	....
Clementsport	May 1, '77	J. LeCain	Oct. 18, '98	150 00	9 00	....
County Line to Grand Narrows	May 28, '83	Vacant	......	....	....	....
Crow Harbour	Sept. 30, '88	A. F. Ehler	Aug. 26, '97	100 00	Nil.	....
D'Escousse	Jan. 23, '85	Michael Martell	April 22, '02	100 00	9 50	......
Digby	Feb. 19, '78	Howard Anderson	June 19, '02	200 00	77 50	....
East Bay	Aug. 18, '83	Donald McInnis	April 5, '86	100 00	....	....
Fourchie	May 22, '89	J. A. McLean	Dec. 19, '05	100 00	3 00	....
Gabarus	Mar. 3, '79	John W. Hardy	Nov. 2, '86	100 00	2 00	....
Glasgow and Cape Breton Pier, Sydney	Oct. 30, '80	Angus McQuarrie	Oct. 30, '90	300 00	35 00	....
Guysboro	Jan. 15, '89	Archibald M. Peart	Feb. 11, '02	100 00	9 00	....
Halifax	*	J. E. Butler	Sept. 21, '93	1,800 00	1,670 00	......
Hantsport	June 27, '84	Wm. McCulloch	Jan. 17, '02	300 00	226 50	......
Ingonish, North Bay	Mar. 22, '81	J. Roberts	May 31, '05	200 00	....	.....
〃 South Bay	Oct. 9, '84	James Doucette	April 30, '01	100 00	11 50	....
Ingram River	Feb. 18, '02	Rand Gibbons	Feb. 18, '02	100 00	34 50	....
International Pier, Sydney	Oct. 30, '80	Michael J. Neville	Oct. 30, '80	300 00	408 60	....
Isaac's Harbour	〃 30, '89	Thomas D Cook	June 19, '00	100 00	16 50	.....
Jeddore	Sept. 20, '90	Enos Baker	Dec. 3, '03	100 00	16 50	....
Jordan Bay	ct. 25, '76	Freeman P. Thorburn	Mar. 11, '01	150 00	2 50	....
Kelly Cove	Feb. 17, '99	Jos. B. Huskins	Feb. 17, '99	100 00	Nil.	....
LaHave or Getson's Cove	Mar. 12, '75	George Henry Zwicker	〃 25, '75	300 00	47 00	....
L'Ardoise, Upper and Lower	Aug. 29, '84	George Burke	Aug. 29, '84	100 00	4 50	....
Lingan	July 12, '81	Vacant	....	....	....	....
Liscomb	May 18, '81	Lewis Wilson	Feb. 20, '00	200 00	12 50	....
Little Bras d'Or Lake between McKay's Point and Grand Narrows	April 25, '84	Daniel J. Campbell	Mar. 28, '05	100 00	Nil.	......
Little Bras d'Or Lake from McKay's Point to Washadebuck River	April 25, '84	Alex. J. McNeill	April 25, '84	100 00	Nil.	....

*No proclamation required. Port under a special Act.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed	Amount collected in 1906.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Little Glace Bay	Aug. 3, ’74	E. Douglas Rigby	May 8, ’84	200 00	16 50	....
Little Narrows to Cranberry Point	May 28, ’83	K. McLellan	Nov. 1, ’97	100 00	1 50	....
Liverpool	Jan. 19, ’77	James Ryan	Dec. 22, ’06	200 00	110 50	....
Lockeport	May 18, ’81	E. A. Capstick	May 18, ’81	100 00	......	....
Louisburg	Mar. 17, ’79	H. C. V. Lavatte	Oct. 13, ’98	350 00	405 50	....
Lunenburg	Dec. 3, ’75	John Loye	Dec. 10, ’96	150 00	150 50	....
Mabou	June 23, ’80	John McInnis	July 11, ’00	100 00	9 50	....
Mahone Bay	May 16, ’87	J. A. Madder	Jan. 21, ’01	200 00	24 50	....
McNair’s Cove	Mar. 12, ’75	Ronald McEachen	Mar. 8, ’75	150 00	....	....
Main à Dieu	July 21, ’86	Vacant	....	....	....	....
Marble Mountain	" 26, ’02	D. McDonald	July 26, ’92	200 00	9 00	....
Margaretsville	Mar. 26, ’78	John McGranahan	May 29, ’06	100 00	1 50	......
Margaret’s Bay	July 16, ’75	Henry C. Garrison	Dec. 14, ’01	100 00	2 00	....
Margaree	June 5, ’86	Miles A. Dunn	Feb. 14. ’05	100 00	2 00	....
Marie Joseph	Jan. 23, ’95	Wm. Snow	Mar. 10, ’06	100 00	....	....
Merigomish	Mar. 26, ’78	D. McGregor	" 22, ’93	100 00	3 00	....
Meteghan Harbour	June 8, ’97	James McLair	Oct. 8, ’06	100 00	Nil.	....
Meteghan River	" 8, ’97	L. A. Comeau	June 1, ’97	100 00	....	....
Musquodoboit	May 19, ’82	Thos. Williams	May 31, ’05	100 00	7 50	....
New Haven	June 9, ’83	H. A. McLeod	Aug. 17, ’89	100 00	....	....
Neil’s Harbour	April 11, ’76	R. Payne	July 15, ’05	100 00	3 00	....
Noel	Sept. 30, ’05	S. A. O’Brien	Sept. 30, ’05	200 00	8 00	....
Northport	June 27, ’82	James Davis	Dec. 21, ’03	100 00	31 00	....
North-west Cove, Coleman’s Cove and Aspotogan Harbour	Dec. 29, ’76	P. Boutilier	June 30, ’92	200 00	......	....
Parrsboro’	Oct. 22, ’73	R. T. Smith	April 30, ’01	300 00	236 00	....
Petit de Grat	June 5, ’95	S. Boudrot	June 5, ’95	200 00	8 50	
Petite Rivière	" 23, ’83	J. Nelson Parks	April 27, ’88	100 00	3 00	
Plaster Harbour	May 6, ’74	Vacant	....	....	....	
Port George	" 1, ’77	Charles B. Weaver	May 1, ’77	150 00	......	
Port Greville	Mar. 5, ’80	Wm. Cochrane	Oct. 26, ’98	200 00	18 50	
Port Hawkesbury	July 9, ’75	D. W. Henesey	July 9, ’75	200 00	112 00	
Port Hood	" 9, ’75	John H. Murphy	" 9, ’75	200 00	1 50	
Port la Tour	April 14, ’81	Wm. Sholds	Feb. 15, ’98	200 00	14 00	
Port Lorne	Mar. 13, ’86	Freeman Beardsley	June 9, ’97	200 00	1 50	
Port Maitland	May 26, ’85	Josiah Ellis	Dec. 10, ’96	200 00	3 00	
Port Morien	Nov. 15, ’79	Hector McDonald	Mar. 3, ’79	400 00	15 00	
Port Mulgrave	Mar. 8, ’76	Donald Kennedy	Sept. 9, ’03	200 00	21 00	
Port Medway	June 25, ’79	Jos. Hopkins	Feb. 13, ’03	200 00	7 50	
Pubnico	Sept. 27, ’82	D. Q. Amireau	Sept. 27, ’82	100 00	45 50	
Pugwash	Oct. 22, ’73	C. T. DeWolf	April 26, ’95	100 00	59 50	
Riverport	Sept. 29, ’84	T. J. C. Creaser	Jan. 8, ’01	100 00	40 00	
River Bourgeoise	April 19, ’86	E. C. Bouchie	April 19, ’86	100 00	7 50	
River Hebert	July 24, ’05	W. Y. Theal	July 24, ’05	100 00	13 50	
River John	Mar. 26, ’78	H. Campbell	June 1, ’01	100 00	Nil.	
St. Ann’s Bay	Sept. 21, ’06	George E. Fader	Sept. 21, ’06	200 00	39 50	
St. Ann’s Harbour	Sept. 21, ’06	Angus Carmichael	" 21, ’06	200 00	....	
St. Mary’s River	May 18, ’81	Thos. Mills	....	200 00	25 50	
St. Peter’s	April 3, ’82	Peter McNeil	Sept. 17, ’83	200 00	82 50	
Sambro	Dec. 22, ’79	Ben. Smith	May 27, ’90	200 00	17 00	
Sheet Harbour	May 14, ’74	H. Hall	April 11, ’98	200 00	....	
Shelburne	Aug. 27, ’77	John C. Morrison	May 4, ’97	200 00	143 50	
Ship Harbour	June 2, ’84	Conrad Marks	June 2, ’84	100 00	16 50	
Spencer’s Island	May 22, ’99	B. McLellan	May 22, ’99	100 00	5 00	
Tangier	Nov. 14, ’01	Chas. A. Hilchey	Nov. 14, ’01	200 00	6 06	
Tatamagouche	Feb. 27, ’78	Wm. Rielley	June 1, ’00	200 00	Nil.	
Tenny Cape	Oct. 26, ’05	Davis Lingard	Oct. 26, ’05	200 00	8 00	
Tidnish	Aug. 30, ’80	Vacant	....	....	.... .	
Tiverton	April 3, ’00	Joel Blackford	April 3, ’01	100 00	6 00	
Torbay	Aug. 25, ’03	I. Fougère	Aug. 25, ’03	200 00	15 50	
Tusket	Mar. 18, ’75	Cyrille Doucette	Nov. 21, ’02	100 00	....	

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Concluded.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed	Amount collected in 1906.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Tusket Wedge..........	Dec. 19, 99	James Leblanc..........	Mar. 16, '01	100 00	41 50	
Victoria Pier, South Bar, Sydney..............	July 25, '84	Ernest Richardson .. .	Nov. 1, '97	200 00	....	
Wallace....	Oct. 22, '73	James D. Patton	Feb. 14, '98	100 00	2 00	
Walton	Oct. 26, '05	B. McCulloch	Oct. 26, '05	200 00	39 50	
West Arichat......... .	Aug. 20, '90	A. B. Poirier.......	" 7, '96	100 00	18 50	
West Bay...	May 8, '84	Hector McInnis.........	May 26, '06	100 00	Nil.	
Westport..............	Mar. 8, '87	Geo. Welsh.	Jan. 29, '98	200 00	37 50	
Weymouth.............	May, 21, '94	R. Payson	May 29, '97	200 00	75 00	
White Haven, or White Head	Aug. 25, '03	And. Haley............	Aug. 25, '03	200 00	24 50	
Whycocomagh..........	Oct. 29, '75	Neil McKinnon.........	Oct. 8, '75	100 00	....	
Wolfville...............	Aug. 16, '01	J. L. Franklin..........	Aug. 16, '01	100 00	7 50	
Wood's Harbour........	Feb. 19, '92	S. K. Woods........ .	Feb. 19, '92	200 00	19 50	
Yarmouth.	Mar. 18, '75	Ebenezer Scott..........	Oct. 19, '77	250 00	240 50	

PROVINCE OF PRINCE EDWARD ISLAND.

Alberton.........	July 15, '74	John Kinch............	July 30, '01	200 00	3 50	
Bay Fortune	April 10, '75	John R. Coffin..........	April 29, '78	200 00	....	
Brudenell..............	July 25, '85	J. A. Gordon.	Oct. 26, '05	200 00	....	
Cape Traverse	May 23, '84	Vacant.....	....	....	....	
Cardigan River, including Cardigan Bridge...	Aug. 9, '78	Hercules McDonald ...	July 2, '78	200 00	....	
Cardigan River, from head of river to north bank Mitchell River...	July 2, '78 " 15, '80	Joseph Livingstone.	Nov. 14, '01	100 00	4 00	
Cove Head...............		Vacant................	....	100 00	....	
Charlottetown and Hillsboro' River............	June 17, '74 July 15, '74	David Small............	Feb. 19, '77	400 00	103 00	
Crapaud................	" 15, '74	Wesley Myers	June 17, '74	200 00	2 00	
Egmont Bay...... . .	... .	G. G. Henry....... ...	Dec. 3, '06	200 00	3 00	
Georgetown.	" 17, '74	J. Westaway.	May 16, '04	200 00	27 00	
Grand River	April 10, '75	Wm. Chas. Jenkins. ...	" 4, '97	200 00	... ...	
Grand River, down to and including Poplar Point and Chapel Wharf....	May 16, '79	Vacant...........	....	....	......	
Grand Tracadie.........	May 17, '75	John Clow......	Feb. 7, '05	200 00	... .	
Malpeque...............	July 10, '74	J. Champion............	Dec. 10, '96	200 00	2 00	
Miminegash	April 17, '80	J. McCormack..........	Sept. 28, '04	100 00	3 00	
Montague	July 15, '74	H. McPherson..........	May 5, '04	200 00	6 50	
Murray Harbour........	" 7, '74	Wm. Miller.......... ..	June 17, '74	200 00	8 00	
Murray River...........	May 16, '79	Geo. McLeod...........	Feb. 9, '97	200 00	....	
New London..	July 15, '74	Wm. Bell...............	Aug. 25, '96	200 00	3 50	
Pinette.	" 15, '74	John D. McDonald	Oct. 22, '03	100 00	0 50	
Port Hill...	" 15, '74	Vacant	....	....	....	
Pownal.................	" 10, '79	Michael Haley..........	Mar. 30, '97	100 00	....	
Rollo Bay	April 10, '75	Vacant.................	....	200 00	....	
Rustico	May 17, '75	Felix Buote............	Mar. 1, '97	200 00	....	
St. Peter's Bay	April 10, '75	George Barry...........	May 3, '06	200 00	Nil.	
Souris East and West....	" 10, '75	Cap. Jos. Tierney.......	" 15, '05	200 00	28 50	
Summerside	July 15, '74	John Matheson.........	" 8, '97	200 00	32 00	
Tignish	April 22, '90	Vacant.................	....	....	....	
Tryon	" 12, '77	"	....	....	....	
Vernon River Bridge....	July 15, '74	John Finlay............	Oct. 9, '84	200 00	2 00	
West River.............	May 5, '75	Vacant.....	....	....	... ...	
Wood Islands...........	" 22, '99	James Young...........	May 22, '99	100 00	Nil.	

Table showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF BRITISH COLUMBIA.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1906.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Chemainus	March 2, '97	L. G. Hill	April 24, '06	200 00	112 50	
Comox	May 5, '96	Geo. H. Rowe	" 25, '96	200 00	346 00	146 00
Ladysmith	Feb. 16, '06	W. G. Fraser	....	200 00	167 00	
Nanaimo and Departure Bay	April 10, '75	J. S. Knarston	Oct. 26, '05	500 00	271 00	
New Westminster	Jan. 23, '80	Wm. Rogers	Jan. 13, '05	400 00	123 00	
Quadra	April 17, '77	Vacant	....	....	....	
Vancouver, including Burrard Inlet	Feb. 22, '88	Malcolm McLeod	Jan. 14, '97	600 00	568 00	
Victoria and Esquimalt	Mar. 20, '75	C. E. Clarke	Nov. 3, '94	600 00	716 00	116 00

F. GOURDEAU,

Deputy Minister Marine and Fisheries.

APPENDIX 46.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE YEAR ENDING DECEMBER 31, 1906.

MONTREAL, August 14, 1907.

COL. F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith for the information of the Honourable the Minister of Marine and Fisheries, summarized statement of the operations of the corporation, for the year ended December 31, 1906, which covers the final year of administration under the former commissioners.

The harbour revenue was $381,297.77, an increase of $16,228.89 over that of the previous year. The increases were:—wharfages on imports, $21,687.65; local wharfages, &c., $430.88; rentals, &c., $551.73; in all $22,670.26, while the wharfages on exports decreased $6,441.37, leaving the net increase as above.

The revenue from the grain elevator was $6,885.76, a decrease from the previous year of $5,537.77.

The cost of management, maintenance, and repairs was $141,948.82, an increase of $24,164.82 over the previous year. The increases were: harbour repairs, $18,845.75, harbour dredging, maintenance, $10,150.53, while the other disbursements on account of harbour revenue decreased $4,831.46.

The interest on loans was $325,485.14, of which $270,241.50 was for harbour improvements, $33,608.44 for the new steel sheds, and $21,635.20 for the grain elevator.

The amount disbursed on capital account was $580,967.04 of which $2,174.02 was on account of the grain elevator, $438,082.36 on account of the new steel sheds, and the balance, $139,810.66, on account of harbour improvements.

In July, debentures amounting to $250,000, bearing interest at 6 per cent per annum fell due and were retired by a loan obtained from the Government under the Act 6 Edward VII., chapter 35, which bears interest of 3 per cent per annum.

In addition the following loans were received:—$50,000 under the Act 61 Victoria, chapter 47, and $1,015,000 under the Act, 3 Edward VII., chapter 36, making a total of $1,315,000.

The bonded debt at the 31st December, 1906, was $8,812,000, of which $1,972,000 is due to the public, and $6,840,000 due to the government, upon which the average rate of interest is 3.42 per cent.

The reports for the year of the Harbour Master, and the Chief Engineer, on the works for the improvement and maintenance of the harbour will be forwarded to you shortly.

I have the honour to be, sir,

Your obedient servant,

DAVID SEATH,
Secretary-Treasurer.

HARBOUR COMMISSIONERS OF MONTREAL.

SUMMARIZED STATEMENT of operations for the year ended December 31, 1906.

Balance and Receipts.	Revenue.	Capital.
	$ cts.	$ cts.
Balance from 1905		151,032 23
Receipts, 1906.		
Collector of Customs :—		
Wharfage dues on imports $ 210,397 23		
Wharfage dues on exports 97,365 32		
	307,762 55	
Wharfinger, local traffic, &c.	53,146 54	
Rental of harbour tracks and properties	20,277 23	
Harbour repairs, work done	111 45	
	381,297 77	
Harbour Commissioners' grain elevator, elevating charges	6,885 76	
Chart account, chart sold		36 35
Sale of tug *St. Louis*		1,865 00
Sale of damaged dredge No. 3		12,000 00
Security deposits from sundry contractors		1,576 85
Plant account, depreciation in 1906		25,745 79
Dominion Government, under Act 61 Vic., chap. 47		50,000 00
Dominion Government, under Act 6 Ed. VII, chap. 35		250,000 00
Dominion Government, under Act 3 Ed. VII, chap. 36		1,015,000 00
Balance and receipts on capital account		1,507,256 22
Receipts on revenue account		388,183 53
Total receipts		1,895,439 75
Bank of Montreal, overdraft repaid February 4, 1907		201,480 48

Disbursement and Balance.	Revenue.	Capital.
	$ cts.	$ cts.
Buoys and Beacons	364 74	
Sundry accounts written off and compromised	378 85	
Refund of wharfages	557 45	
Annuity	600 00	
Harbour Survey	1,957 04	
Harbour lighting	7,362 12	
Harbour dredging, maintenance	10,150 53	
Miscellaneous expenses, taxes, heating, printing, stationery, travelling, legal, notarial and other expenses	13,900 29	
Administrative staff, salaries and fees	31,088 22	
Harbour repairs, (*See* contra for credit)	75,589 58	
Interest	270,241 50	
Harbour Commissioners' grain elevator :		
Interest on cost $ 21,635 20		
Wages, power, &c. 20,863 83		
	42,499 03	
Plant account, expenses, sale of dredge No. 3		78 80
Drilling and blasting boat		182 65
Concrete scow		424 34
Hochelaga, construction		474 90
Longue Pointe wharf		645 90
Harbour of Montreal		835 97
Windmill Point basin		1,003 21
Windmill Point wharf raising		1,542 66
Spoil Bank, section 12 south		1,766 59
Grain elevator		2,174 02
Plant account, expenditure in 1906		6,740 65
Security deposits		7,118 01
Windmill Point wharf		9,538 17
Great Northern Railway		10,273 42
Harbour improvement		11,319 04
Harbour railway		14,766 42
Spoil Bank, sections 51 to 55		22,113 51
Mackay Pier, new embankment		24,340 61
Ship channel in upper part of harbour		33,763 82
New steel sheds		438,082 36

		Disbursements on Capital account			587,185 05
		Disbursements on Revenue account			454,689 35
		Total disbursements			1,041,874 40
		Debenture series O, due July 5, 1906, retired			44,000 00
		Debenture series R, due July 5, 1906, retired			204,500 00
		Bank of Montreal, overdraft at Dec. 31, 1905			679,388 81
		Balance at December 31, 1906:			
		Cash on hand	$ 1,242 59		
		Bank of Montreal, coupon account	130 00		
		Bank of Montreal, debenture account	1,500 00		
			$ 2,872 59		
		Wharfages unpaid at Customs	7,084 58		
		Discount on debenture H and J.	14,644 23		
		Sundry accounts receivable	114,767 40		
		Value of materials in stock	159,163 49		
			$ 298,532 29		
		Less:			
		Interest accrued and coupons oustanding. 147,938 01			
		Outstanding accounts. 23,437 26			
			171,375 27		
					127,157 02
	2,096,920 23				2,096,920 23

DAVID SEATH,
Secretary-Treasurer.

Verified,
RIDDELL & STEAD, C. A., *Auditors.*

REPORT OF THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL FOR THE YEAR 1907.

John Kennedy, M. Inst. C.E., Chief Engineer.

HARBOUR COMMISSIONERS OF MONTREAL,
CHIEF ENGINEER'S OFFICE,
MONTREAL, January 31, 1907.

DAVID SEATH, Esq., Secretary, &c.,
Harbour Commissioners of Montreal.

DEAR SIR,—I beg to submit for the information of the Board of Harbour Commissioners, the following report upon the works in the harbour of Montreal for the year ended December 31, 1906.

NEW WORKS.

The principal works carried on during the year were, the enlargement of the deep-water areas in the basins of the harbour and in St. Mary's current by dredging; the depositing of back filling on the Bickerdike pier, and along shore to protect banks and serve for future wharfs; the extension of the system of railway tracks on the wharfs and the continuation of the building of steel freight shed.

The principal details are as follows:—

Section 1, downstream side of Victoria bridge abutment.—A large quantity of filling materials, consisting of cellar excavations, ashes, road scrapings, &c., have been delivered free of cost to the Commissioners, from various sources in the city, and spread under direction of the Commissioners' men, to form an embankment for future wharf areas.

Sections 5 S. to 11 S., inclusive, Bickerdike Pier.—The work of extending the high-level wharf was resumed on April 26 by derricks, which began to deposit filling material on the front part of the pier, section 11 S., and the work was continued by one to three derricks until May 29, when 30,775 cubic yards, scow tally, had been deposited, approximately enough to complete the back filling of the pier. In addition 22,000 cubic yards, cart tally, of cellar excavations, ashes, &c., were brought from the city in carts, free of cost to the Commissioners, and deposited under the direction of the Commissioners' men. A part of this was built into a graded roadway ramp in section 10s adjoining the rear side of the pier, by which timber, lumber and other articles can be transferred from or to the water by wagons.

As the derrick filling of 1906 has not been levelled back, no addition has been made to the wharf space available for berthing ships, which remains as at the close of last year, viz.: a length of 2,500 feet measured from the upstream end of Windmill Point basin

Section 4.—A new roadway, 30 feet in width was made between Riverside street and the upper side of Windmill Point basin, and properly graded and macadamized.

Expenditure in 1906—

Filling and grading	$ 3,530 02
Dredged material for filling	7,550 81
Total	$11,080 83

Sections 1 to 5.—A fence was built from the Mill street sewerage pumping station to the abutment of the Victoria bridge, on the high-level along the boundary line between the harbour and the adjoining properties, as established by the decision of the Imperial Privy Council. Granite boundary stones were put in on this line, between August 24 and September 1.

An area of harbour property, about 45,000 square feet in extent on sections 3 and 4, formerly occupied by the Grand Trunk Railway Company's sheds, was levelled and made available to let for piling space or other use in connection with the harbour.

Expenditure, $445.97.

RAILWAY TRACKS.

Sections 4 N to 10 *N.*—In January, two tracks were laid at the request of the Grand Trunk Railway Company, from their new elevators downwards, the two tracks together measuring 1.510 feet, or 0·2864 mile. The existing railway tracks on the north-west side of Windmill Point basin, from the upstream end of the new Grand Trunk elevator upwards, were rearranged, and 3,929 feet, or 0·7441 mile, of new track was laid at the request of the Grand Trunk Railway, early in the season.

Expenditure $11,111.91.

Sections 5 N and 6 N.—Rearrangement of tracks was necessitated by the break in the culvert at the upper end of the Windmill Point wharf.

Expenditure, $318.04.

Sections 15 and 16.—A new track was, at the request of the Canadian Pacific Railway, laid between the sides of steel sheds 7 and 9, King Edward pier, and the edge of the pier.

The track is designed for the loading and unloading of heavy goods direct from car to ship vice versa. The track is of 80 lb. steel rails, Am. Soc. C. E. section and measured from its junction with the shore wharf tracks to the outer end of the pier, is 1,315 feet, or 0·249 miles in length.

Expenditure, $5,538.92.

Sections 42 and 43.—The siding built in a former year for the use of the Canadian Pacific Railway, was extended 477 feet down stream.

Expenditure, $1,171.99.

Sections 46 to 55.—The railway embankment and track upon it, for use of the Great Northern Railway, which were almost completed at the end of 1905, were finished early in the spring of 1906. Opposite the property of the St. Lawrence Sugar Refinery, sections 46, a ramp which led to refinery property, was removed, the wharf graded to proper level and the new track extended in a straight line and connected with previously existing main line tracks on the wharf. The length of the new line, as finished, is 5,500 feet, or 1·04166 mile.

A siding was laid alongside the new main line from sections 46 to 48, at the request of the Great Northern Railway of Canada, from the St. Lawrence Sugar Refinery eastwards. It is of 80 lb. rails and 1,200 feet long from point to point of switches.

Expenditure in 1906 :—

Main track and embankment	$4,340 46
Siding	2,773 38
Total	$7,113 84

Mackay Pier.—A small portion of the tracks was levelled up at the end of July.

Expenditure, $215·41.

STEEL FREIGHT SHEDS.

The building of the steel freight sheds on the high-level wharfs and piers, sections 12 to 18 inclusive, was continued throughout the year. The chief items of work done and the general condition of each shed at the end of 1906, are as follows :—

Shed No. 2. At the end of 1906 the shed was fairly advanced, the scoria block paving had been laid on the lower floor, and the shed was in use by Messrs. H. and A. Allan. After the close of navigation, in November, 1906, the scoria block paving which was objected to by the shipping companies as being too rough for hand trucking, was taken up, and preparations made to lay a concrete floor.

The reinforced concrete bed of the upper floor was in place, except the side strips, and the concrete roof and roof covering laid. Nearly all the steel work of the conveyor gallery was erected and its concrete flooring and roofing made. The corrugated iron covering of the end was partly erected, and the rolling up doors of the end ramps were up.

Shed No. 4, Alexandra pier. At the end of 1906 the steel work of the shed and conveyor gallery was nearly erected. The reinforced concrete bed of the upper floor and part of the concrete roof was laid. The earth-filling of the lower floor was in place and it had been covered with plank by the shipping companies and the lower storeys used for cargo throughout the summer.

Shed No. 7, King Edward pier. The steel work of the shed and its conveyor gallery was nearly all erected at the end of 1906. The overhang beams on the basin were cut so as to give sufficient clearance for a railway track between the shed and the edge of the wharf.

The concrete foundation bed of both the upper and the lower floors was laid except the side strips. The concrete roof of the shed and the concrete roof of the conveyor gallery was nearly all laid.

The lower floor of this shed was used by the shipping companies during the season of navigation.

Shed No. 8, King Edward pier. During 1906 the foundations of the shed were laid and the greater part of the steel work erected.

The concrete foundation bed of the upper floor, and the cinder concrete roof were nearly all laid. The shipping companies laid a temporary plank floor and used the lower floor of the shed during the greater part of the season of navigation.

Shed No. 9, King Edward Pier. The steel work of this shed and its conveyor gallery was nearly erected at the end of 1906. The overhang beams on the basin side were cut so as to give sufficient clearance for a railway track between the shed and the edge of the wharf.

The concrete foundation bed of both the upper and lower floor was laid except the side strips. The concrete roof of the shed and the concrete roof of the conveyor gallery were nearly laid.

The lower floor of the shed was used by the shipping companies during the season of navigation.

Shed No. 10, King Edward pier. During 1906, the foundation of this shed was laid, and most of the steel delivered on the ground but not erected. Some filling was done between the walls.

The surface of King Edward Pier, between the sheds was partly cut down so as to lay the tracks alongside of sheds to proper level.

Shed No. 12, Jacques Cartier pier. The only work done to this shed in 1906, was the erection of the steel work and the laying of the concrete roof. The shipping companies laid a temporary plank floor and used the lower floor, for the greater part of the season of navigation.

A large quantity of material had been delivered on the ground, but nothing had been done to the erection of any of the other seven sheds up to the end of 1906.

DREDGING.

The dredging of the year was done in the following places:—

In the channel, above Victoria pier, leading to Lachine canal and to Windmill Point basin, sections 12 and 12 S. to section 20 inclusive; in the basins between the Lachine Canal entrances and the Alexandra pier; in the basins between the Alexandra, King Edward, Jacques Cartier and Victoria piers, and continuing the dredging of the new deep water channel between Victoria Pier and the Longueuil bar.

In the deepening of the basins, where the bottom is hard rock, it has generally been made to 29 feet at lowest water of 13 feet on the lock sill, which for basins where vessels move slowly equals more than 30 feet in the open channel where they are under way.

The following are the details of the work:—

Sections 12 and 13.—Basin between the canal entrances and the Alexandra pier. The greater part of the basin was gone over and dredged to obtain 29 feet clear depth at 13 feet on the sill in 1905. Certain areas of rock that were found too hard to dredge economically were blasted, but had not been dredged at the end of the working season of 1905. The greater part of this blasted rock, and certain other shallow spots, were dredged in 1906. There now remains to be removed only a few small isolated obstructions to give a clear depth of 29 feet with 13 feet on the lock sill.

Sections 14 and 15.—Basin between the Alexandra and King Edward piers. A small area opposite the outer end of Alexandra pier. Section 14, and a small area in the basin and also strips alongside Alexandra and King Edward piers, section 15, were dredged to obtain the clear depth of 29 feet of 13 feet on the sill. The actual depth has not been tested, but little work remains to be done.

Sections 16 and 17.—One, and in places two dredge cuts have been made alongside the wharfs and piers, in the basin, to complete the 29 feet depth at 13 feet on the sill, close up to the berths. This dredging has not yet been tested.

Section 19.—Strips alongside part ot the shore wharf and alongside part of Jacques Cartier pier, and also a lump in the basin near the outer end of the pier, were dredged to complete the depth to 29 feet at 13 feet on the sill, but have not yet been tested.

Section 20.—A small area of shallow water opposite the outer point of Victoria pier, which obstructed the entrance to the basin section 19, has been dredged to make 29 feet depth, but has not been tested.

Main channel, sections 12, 13, 14 and 14 S.—Dredging was continued here to complete a clear depth of 29 feet at 13 feet on the sill. Several isolated lumps of rock were taken off and also the area of rock blasted last year. Testing, at the close of the year, indicated, still a few stones to be lifted.

Sections 17 S., 18 S. and 20 S.—Small areas on these sections, on the south side of the channel towards the Mackay Pier, have been dredged to make 29 feet at 13 feet on the sill, but has not yet been tested.

Sections 21 to 46, Ship Channel, Victoria Pier to Longueuil Bar.—The work of providing a deep channel through the St. Mary's current, called for the present "the New Ship channel through St. Mary's current," was continued throughout the season, as stated in last year's report. The work consists of deepening a channel lying to the north-west, or city side of the present ship channel, for the greater part of the length, adjoining the old channel just below the Victoria pier and about opposite section 46, of the minimum breadth of 450 feet and of 30 feet depth at extreme low water of 13 feet on the lock sill. Dredging was resumed on the opening of navigation and continued until the close of the season. Two dredges were employed most of the time and the area worked upon was that between sections 21 and 42. Certain lumps that remained in the dredged part of the channel at the end of 1905 were removed, and the main cutting was continued upstream until at the beginning of October. The new channel had been finished and tested to a width of 450 feet, and a clear depth of 30 feet at 13 feet 7 inches on the sill, (the depth to which the 30 foot channel in the river is being dredged by the Department of Marine and Fisheries) from the Longueuil bar to its junction near Victoria pier, with the present channel of 25 feet 3 inches at 13 feet on the sill. At its upstream junction with the old channel, and between that channel and the wharf, there was sufficient width of deep water (300 to 600 feet width) to allow the traffic to pass through the new channel. On October 5, four steamship pilots were taken through the new 30 foot channel on a Harbour Commissioners' tug, and at later intervals, any other pilots who wished, were taken through at any time they applied. Altogether, thirty pilots were shown through; and they expressed themselves as well pleased with the currents, marks and other conditions for navigating the new 30 foot channel. During the remainder of the season of navigation the new channel was used by many of the large ships.

Sections 43 to 47.—Considerable deepening was done by the W. J. Poupore Company in the basin above and that below the Tarte pier, and below the Sutherland pier, to procure material for the filling of the Tarte pier. This deepening was done free of cost to the Harbour Commissioners, the Poupore Company being allowed to use the dredged material for filling.

Section 47, Maisonneuve.—A small quantity of deepening, by dredging, was done for the immediate purpose of obtaining sand for blinding the roadways.

Mackay Pier.—A large part of the material, dredged from the harbour, in sections 4 to 24, was deposited on the lower 1,200 feet of the Mackay pier, to protect the pier, (making a bank for a railway ramp to low level), and to avoid the long haul of the materials to Maisonneuve, there being no nearer available place for dumping. The rocky and durable materials were dumped on the outside and on the downstream end of the pier, and the softer, put inside.

Expenditure, $24,340.61.

Sections 47 to 51.—Almost the whole dredgings raised from the harbour basins and the ship channel during the year, apart from that placed on the Mackay pier, and a small quantity for building roadways, were deposited along shore sections 47 to 51; the gravelly and harder materials were placed along the outer or river side of the railway embankment used by the Great Northern Railway of Canada, and the soft material was thrown over the bank to fill the large vacant spaces existing in certain places, on the harbour property between the shore and the railway embankment.

Expenditure, $22,113.51.

GENERAL NOTES.

Montreal Warehousing Co's. Elevator, Section 9 N. Windmill Point Wharf.—The new steel elevator, built by the Montreal Warehousing Co., which was nearly completed at the end of 1905, was finished in the spring of 1906. The opening ceremony took place on April 28, after which the elevator was put into regular use.

MAINTENANCE AND REPAIRS.

The total cost of maintenance and repairs to harbour works in 1906, including the cost of removing the ice given below, is $75,589.58, and it compares as follows with the expenditure of former years.

1875	$16,499	1891	$49,109
1876	35,711	1892	72,179
1877	26,077	1893	58,644
1878	18,974	1894	75,455
1879	18,819	1895	50,081
1880	17,330	1896	55,211
1881	16,159	1897	46,259
1882	27,962	1898	58,847
1883	35,678	1899	52,252
1884	44,869	1900	42,679
1885	42,158	1901	79,461
1886	64,986	1902	71,109
1887	64,984	1903	123,097
1888	49,520	1904	82,857
1889	51,892	1905	56,631
1890	59,380	1906	75,590

The breaking up of the ice.—Spring of 1906.—The ice formed in the fall of 1905 with less packing and shoving than usual. There was no ice-road during the winter of 1905-1906 from Montreal to Laprairie, nor from Montreal to St. Lambert, but there was one from Longueuil to Hochelaga. On March 20th the spring movement of the ice began. Local openings appeared and closed again and several local movements of the ice took place between Longueuil and the upper end of Nun's Island, accompanied by only moderate fluctuations of the water level until April 7, when the water stood at 27 feet 6 inches on lock sill. The main shove of the spring then occurred. The water rose six feet in fifteen minutes and eight inches more in the next fifteen minutes, reaching 34 feet 2 inches on the sill, the higest level of the spring of 1906. There was no further shoving of importance. The water lowered rapidly and almost continuously until April 9 at noon, when it had lowered to 25 feet 6 inches on the sill. It continued to lower, but more slowly until April 19 when it reached 17 feet 9 inches on the sill, an unusually low stage for spring. During the shoving, the ice did not move appreciable in the basin of the harbour within the McKay pier, sections 4 to 14, but on the sudden rise in the outer harbour on April 7 the water rushed in within Mackay pier and Jacques Cartier pier with such force as to move the whole field of ice between the end of the basins and Mackay pier upwards and carry with it the Commissioners boom and inclosed timber, and to sweep loose sticks long distances, under the ice-sheet on the Point St. Charles shoals.

The general shoving having been light and the water having risen only to a moderate extent, only a comparatively small quantity of ice was left upon the wharfs.

From the head of the harbour, down to the Victoria pier, section 20, that is, within the area protected by the Mackay pier, the wharfs were left practically clear. On the Victoria pier, section 20, an area of 150 feet by half the width of the pier. was covered with ice to an average depth of 8 feet. At the island ferry berth, an area of 60 feet by 15 feet was covered with ice to an average thickness of 3 feet. From the Victoria pier, section 20, to the rubber factory, section 27, ice was piled along the front of the wharf, extending back from the edge an average distance of 45 feet and about 4 feet average thickness. From the rubber factory, section 27, to the coal towers, section 34, the ice was piled along the front of the wharf extending back from the edge an average distance of 40 feet and about 3 feet average thickness. From the coal towers, section 34, to the Laurier pier, section 43, the ice was piled along the edge of the wharf, extending back from the front an average distance of 25 feet and about 6 feet average thickness.

Two thirds of the Laurier pier, section 43, was covered with ice for the full width to an average depth of 5 feet About 40 feet of the outer end of the Sutherland pier, section 46, for its full width, was covered with ice 3 feet average thickness.

The removal of the ice from the Longueuil ferry berth was begun on April 14, and and the ferry boat began the regular trips on the 16th, at which date the steamer *Prefontaine* arrived from Sorel.

The removal of the ice from the Victoria pier was begun on April 16, and at other points where necessary, and the whole work of ice removal was completed on May 3.

The largest number of men employed at one time was 68 as compared with 35 in in the spring of 1905, 364 in 1904 and 700 in the spring of 1903.

Expenditure..................................	$1,948.18

The general cleaning of the wharfs of winter rubbish, and placing the mooring posts, lights, &c., was commenced on April 16.

The principal repairs to the wharfs which were carried out throughout the summer were as follows :

Section 4, Culvert from Ogilvie Flour Mills.—The screen at the mouth of the culvert to break the force of the current, was repaired twice.

Sections 4 to 8, Windmill Point Wharf.—The iron ladders were renewed from the offset in the wharf, opposite Black's bridge, to the upper end of the basin.

Section 5, Ogilvie Street.—Ogilvie street, from Mill street to the wharf, was graded, macadamized and rolled with a steam roller. Work began June 27th, and was finished July 4th.

Section 6, Raceway from Peck Rolling Mills.—Raceway No. 6, carrying water from the Mills on Mill street, under the wharf and into the Windmill Point basin, failed on the 17th of September. Work was immediately begun repairing it, and the work was still under way at the end of the year.

An examination by diver, of all the culverts through the Windmill Point wharf was made, and all were found in good condition except Raceway No. 1, opposite Blacks bridge, which failed in 1904 and which was, in part, repaired, and Raceway No. 6 from the Peck Rolling mills which failed in September of this year, as stated above.

When examining the condition of the culverts, the condition of the cribwork of the wharf was also examined and it was found to be sound and good, except for a length of 125 feet of the wharf immediately below Raceway No. 7 which was found to be undermined and 2 to 3 feet off the bottom.

This space was partly underpinned with concrete in bags, but the weather becoming cold, the work was abandoned until the spring.

Expenditure in 1906, $14,976.95.

Section 8,. Windmill Point Wharf.—A small undermining at the corner of the wharf in Section 8, was filled with concrete in bags.

Section 8, Intercolonial Coal Co's allotment.—The space alloted to the International Coal Co., for piling coal, was graded and rolled. Work was begun April 24, and was finished May 21.

Section 11.—Between the two entrances of the Lachine canal, about 25 feet, of the top planking of the wharf which had been carried away by the ice, was renewed.

Section 14, Alexandra Pier.—The iron ladders, which reach from the water level to the top of the pier, were repaired and renewed throughout.

Section 16, King Edward Pier.—The hardwood plank, on the downstream corner of the pier, which was torn off by the ice, was renewed.

Section 18, Jacques Cartier Pier.—The downstream side of the pier was damaged by the ice. The face timbers were broken in and the ends damaged for an aggregate length of 125 feet, and about 8 courses in height. The break was thoroughly repaired.

The hardwood plank of the outer downstream corner,. which was also torn off by the ice, was renewed.

The iron ladders were renewed on both sides and the outer end of the pier.

Section 19, Shore Wharf.—The face timbers of the wharf were broken in by the ice, and the top planking and sleepers lifted and broken.

Tie ends were "broomed" and smashed and the longitudinals displaced and broken. The damage aggregated about 300 feet in length and varied in height from 12 inches to 2 feet. The whole was thoroughly repaired and put in good order.

Section 20a, Victoria Pier.—The piles forming the corner of the wharf at the Terrebonne's berth were broken by the ice. The old piles, which were broken were pulled out and elm piles driven in their place, and well bolted to the wharf. The iron ladders on the upstream side of the pier, which were broken, were put in good order.

Section 20 B.—Sundry repairs were made to the outer end of Victoria pier. The floor planking was renewed and new coping put on, for a length of 75 feet, and some repairs were made to the top and face plank elsewhere.

Section 20 C.—Twenty-five pieces of new face plank were placed on the downstream end of the pier, and the outer corner was protected by being re-enforced with hemlock plank put on horizontally.

Section 20 E.—The work of completing the extensive repair to the inshore side of the pier, which was begun in 1904 and continued in 1905, was resumed as early in the season as the river level would permit.

The piles to within 50 feet of the upstream end had been cut off below where they were rotten in the fall of 1905, a few of the new tops had been put on the piles so cut, and some new caps were put on, when the raising river forced the abandonment of the work until the spring.

In the spring of 1906 new heads were spliced on the tops of the piles, new floor beams and joists were built on top, and the planking relaid. Work began April 15 and was finished May 28. Some necessary bracing was done in July.

A slip was made in the shore wharf, section 20, for the use of the steamer *Prefontaine.*

A slip was made in the inshore of the pier for the accommodation of the steamer *Gaspesian*, in October.

Section 20, Berri St. Ramp.—The guard timbers on the upstream and downstream slopes of the ramp, were repaired and renewed in part.

Sections 20 to 23.—One hundred and thirty piles were driven along the face of the wharf, to replace rotten ones, some of which had been broken and others which had been carried away by the ice.

The upper three courses of the wharf for a length of 300 feet had been broken by the ice and were thoroughly repaired, new face timber, sleepers and top planking were put on.

Thirty feet of new coping was put on the upstream pony crib of the new wharf, section 23. The work was done during the month of May.

Sections 24 to 27.—The front and top of the wharf in these sections, were rotten in part and broken by the ice in part. An aggregate of 625 lin. feet of new coping was put on, 700 lin. feet of the face was replanked, 250 lin. feet of the wharf had new sleepers under the top planking put on, and 500 lin. feet of the top of the wharf was replanked. The work began May 1, and was finished May 12.

Sections 28 to 30.—The face planking of the wharf, for 3 feet down from the top and for an aggregate length of 127 feet, was renewed. Two hundred lin. feet of new coping was put on, the top plank renewed for an aggregate length of 100 feet, and the corner of the wharf reinforced with hardwood plank. The work was done in May and July.

Sections 31 to 34.—An aggregate of 550 lin. feet of new coping was put on, new sleepers under the top planking were put in for 200 lin. feet of the wharf, and the planking relaid.

Hundred and twenty-five piles were driven along the front of the wharf, cut off near the water line, and bolted to the wharf, a waling piece put on the tops of the piles and the face of the wharf between the waling piece and the coping was re-planked for a length of 250 feet.

A repair was made to the corners of the slip of the Longueuil ferry and also to the corners of the slip at the Boucherville ferry berth.

Section 35, cattle space.—Three hundred and twenty-five lin. feet of the front of the wharf was rebuilt for seven courses down from the top. The three top courses had been broken by the ice, and the remaining four courses had become rotten and shaky.

New cross and longitudinal ties were put in, new sleepers and top and face planking put on.

THE MOORING POSTS WERE RE-SET.

Sections 35 to 37, Dominion Coal Co's. Tower, Hochelaga.—After the lowering of the river in spring a length of 70 feet of the wharf was found to be somewhat sunken. On examination by diver, the cribwork was found to be sound, but undermined by the winter scour.

35 piles were driven along the front, close together; these were cut off near the water line, bolted to the wharf and a cap or waling piece put along their tops. The coping was renewed and the top and face planking re-laid.

Sections 40 to 43, Shore Wharf and Laurier Pier.—The downstream corner of the pier was re-inforced with hardwood plank, the ladders throughout the pier were renewed and repaired, 30 lin. feet of new coping was put on and some small repairs made to the face and top planking.

Section 46, Sutherland Pier.—The whole length of the upper part of the downstream side of the pier and of the adjoining shore wharf, altogether 650 lin. feet, which had become much decayed were re-built for an average of four courses from the top. The top planking was reduced from 12 to 7 feet in width, and a large portion of the old sleepers was again used, the wood being sound.

Some of the top planking was re-laid with the plank which had been removed in re-building the wharf, and an aggregate of 400 lin. feet was planked with new plank.

A steel plate was placed on the upstream corner for protection against ice shoves.

225 feet hemlock coping was put on the upstream side and the face plank renewed in many places.

Sections 61 and 62, Racine Wharf.—Wharf at Locomotive and Machine Co's. property.

The filling at the downstream end had run out of the pony crib and undermined the tracks to a small extent.

The planking of the top was removed and the crib filled with rock by a derrick, the track well packed and the top planking replaced.

Section 74, Lemay Wharf.—A small repair was made to the slip in the wharf opposite the property of the St. Jean de Dieu Asylum.

4 scow loads of rock filling were put on the pier to replace the filling which had been scoured out.

Section 75, Doran Wharf.—Wharf opposite Longue Pointe Church.

The whole of the downstream side had the face planking renewed, two top timbers and the coping of the upstream side were renewed, and the flooring and side of the slip in the wharf were replanked.

GENERAL REPAIRS AND PATCHING.

The general repairing of the planking and timber work of the wharfs, which began on May 5, was carried on during the whole summer, and extended practically throughout the harbour, the bulk of which, however, was between the Victoria pier, section 20, and the Sutherland pier, section 46.

Roadways on the Wharfs.—The usual repairs and maintenance of the roadways of the wharfs throughout the harbour were begun on April 21, and stopped on November 28.

Latrines and Drinking Troughs.—The latrines of the low level wharfs which were stored away for the winter, were repaired and painted in the early spring and placed in position and the water service connected with them, and also with the water troughs, between April 28 and May 26. They were disconnected and stored away for the winter at the end of December. New wooden catch-basins were put under the drinking taps outside of the latrines.

The usual sweeping, scraping and watering of the wharfs was carried on throughout the season. The repairing of the wharf plant and tools was done in the commissioners yard, Papineau Avenue. The water carts, road scrapers, carts, sleighs, &c., were kept in thorough good order. The picks and other small tools were repaired in the blacksmith's shop and a large quantity of other smithwork required for wharf repairs was also done there.

Macadamizing stone.—The stone for macadamizing roadways were, in 1904, delivered unbroken by the contractor, and broken by the harbour commissioners' own men. The quantities used during the summer for maintenance were :—

	Tons of 2,000 lbs.
Sections 5 S and 6 S	493
" 4 N to 10 N	664
" 12 " 19	2,359
" 20 " 27	997
" 28 " 34	277
" 35 " 38	353
" 39 " 46	187
Total	5,330

Electric lighting—The lighting of the wharfs was continued throughout the summer by the Montreal Light, Heat and Power Co., under contract.

Lighting commenced on April 31 with 61 lamps.

On May 1 the number was increased to	72
" 2 " "	85
" 3 " "	94
" 5 " "	105
" 10 " "	138

and on June 14, the whole circuit of 165 lamps was in operation. The largest number of lamps, burning at any one time was 167, which included two special lamps at the repair shop, being carried on at Raceway No. 7, Windmill point. All the lamps were kept in operation until the night of December 7, when the number was reduced to 124.

This number was further reduced to 87 lamps on December 11, and on December 26, the lighting was discontinued for the season, with the exception of three lamps which were kept burning at Raceway No. 7.

The total lighting of the season was equivalent to 36,913 lamps burning one night.

The cost of lighting was $7,362 12

Buoys and Beacons.—Three black spar buoys to mark out the south side of the channel between lower end of Windmill Point basin and the Mackay pier, were placed and maintained during the season.

A red spar buoy was placed on the north side of the Longueuil bar, to mark out the end of the shoal at the Sutherland pier.

Four red buoys and seven black buoys were placed and maintained until the end of the season, in the new ship channel leading from Longue Pointe to the new wharf opposite the locomotive works, section 62.

Two rectangular beacons were placed by the commissioners at sections 41 and 42 to mark the line which leads from the ship channel into the upper part of the harbour. Red lights were maintained on these beacons by the Department of Marine and Fisheries, and also on two poles which were erected by the department at Bellerive Park, sections 31 and 32.

The following beacons were put up to mark out the new 30 feet channel through the north side of the current St. Mary, viz.: a pair of rectangular beacons, one in rear of section 34 and the other on section 35, showing the new ship channel from the upper side of the Longueuil bar inward, towards section 35; another pair of rectangular beacons, one on section 43 and the other on section 46 showing the new channel from the latter reach upstream to section 30; and a third pair of rectangular beacons on section 38 showing the new ship channel from section 30, also upstream, into the part of the harbour above Victoria pier.

Maintenance dredging.—Dredging for maintaining the harbour in 1906 was as follows:—

Sections 5 S to 7 S inclusive, southeast side half of Windmill Point basin and Sections 5 to 7 inclusive of the northwest side of the same basin were dredged over the greater part of their area to make a clear depth of 25 ft. 3 in. at 13 ft. on the sill. The dredging consisted of clearing out of various deposits that had accumulated during the last ten years chiefly from the Mill Street sewer and raceways from the Lachine canal and from coal spilled over board at the coal berths, and washings from the wharfs. The greater part of the area dredged has been tested and found clear.

Sections 20, 21 and 22.—A dredge cut was run along side the wharf of these sections, to clear away obstructions so as to allow vessels of 25 ft. 3 in. draft at 13 ft. on the sill to be brought close to the wharf.

Sections 35 and 36, Dominion Coal Co's. Berth.—A dredge cut was made alongside a part of the wharf, clearing off obstructions to a depth of 25 ft. 3 in. at 13 ft. on the sill, as close to the wharf as practicable.

Dredging Plant.—The dredging plant used in 1906 was all owned and operated by the commissioners. It consisted of three bucket or dipper dredges, five floating derricks, five steam screw propeller tugs, three hopper bottomed scows of 200 cubic yards capacity, sixteen deck scows of a capacity of 150 cubic yards each, and three of 67½ cubic yards, besides smaller scows, floats, &c. Further particulars of the vessels are given in the annexed tables. The drilling and blasting boat was not operated in 1906.

All the dredging plant was wintered afloat, in 1905 and 1906, near the Mackay pier opposite the workshops, except Derrick No. 1, which had been hauled out in the fall of 1905 for extensive repairs during the winter and the damaged dredge No. 3, which was hauled out and wintered on the hauling-out slip.

The dredges were served throughout the summer by the Tugs *St. Peter*, *Robert Mackay*, *Aberdeen*, and *Alphonse Racine*. Service was also rendered about half the time by the *Courier*, in carrying men and stores and occasionally in towing scows, the other half of the service being given to the towing of timber for wharf building and repairs.

The dredges worked by day only, and all continued steadily at work from their dates of commencement until the close of navigation, except Dredge No. 1 which was run into and wrecked by the SS. *Albert M. Marshall* on October 8, and Derrick No. 3, which was laid off in consequence of the disablement of Dredge No 1.

Dredge No. 1 worked from April 26 until sunk on October 8, No. 2 from May 2, till November 29, and No. 4 from April 26 till November 30.

The aggregate number of days during which the dredging duty on the harbour works, reckoning all days except Sundays and holidays, was for No. 1, 136 days; for No. 2, 170 days; and for No. 4, 183 days, making in all 489 days and the aggregate for all the dredges throughout the season was 4,890 hours. The nominal working time of the dredges was 10 hours a day. The aggregate actual working time, that is, the time during which the dredges actually dredged, exclusive of that lost for repairs, changing positions, detention by ships, irregularities of scow service, and all other causes, was 3,384 hours, an average of about 70 per cent of the nominal working hours.

The derricks worked by day only. Derricks, Nos. 3 and 4 commenced work on April 17, clearing ice off the wharfs; No. 5 commenced work on April 27; No. 6 commenced on May 7, and No. 1 commenced on August 9. The output of the dredges is small and the cost of dredging is high because of the unfavourable conditions under which most of the work is done.

The dredging in Windmill Point basin was cleaning up and that in the harbour, above Victoria pier, was largely in rock and in taking off only a very light cut, or in cleaning cuts previously made, and the material was nearly all trap and shale rock. The dredging in the new ship channel below Victoria pier was largely in the swiftest part of the current and in isolated areas and in light cutting.

The quantity of work done in 1906 was further curtailed by the loss of No. 1 dredge for nearly two months of the working season, and part of the time of the other two dredges was taken up in the work of salving portions of the machinery and other accessible parts of the wreck of Dredge No. 1 in the swift part of St. Mary's current.

The cost and the character of the dredging in differents parts of the harbour in 1906 are given below. All the quantities are scow measurements from the tallied number of flat deck scow loads of measured average capacity, or box measurement from the tallied number of boxes placed on scows, containing four cubic yards per box.

The cost of dredging in each case includes its proportion of all the costs of maintaining and working the dredges, tugs and scows as above stated, but does not include the cost of unloading the dredgings from the scows by derricks, which is separately given.

Aggregate dredging.—The aggregate quantity dredged at all places during the year was 246,525 cubic yards, box and scow measurement, and the average cost was 34·44 cents per yard. The material was carried on flat scows, either on the open deck from which it was unloaded by clam shells and floating derricks, or in four yard boxes which were lifted and dumped by the derricks. All the dredged stuff was thus unloaded by the derricks, and deposited in or behind crib work for wharf building and in spoil bank. The average cost of the whole derrick work, apart from the scow service, was 11½ cents per cubic yard, scow or box measurement.

The total outlay for working the whole fleet was $113,748.60, which embraces the entire cost of working the plant and machinery including repairs, outfit, wages, salaries, management charges, insurances, allowance for depreciation of plant, and all charges of every kind, except interest on capital. The allowance for depreciation of the plant is $18,069.64, and it includes not only the estimated depreciation of the plant in use in 1906, but than upon all the commissioners dredging plant, whether in use or not. It is also to be noted, in making comparison with previous years, that depreciation was not included in the cost of dredging in any year previous to 1896.

The cost of maintaining and working the three dredges was $38,801.55, or an average of $79.35 per day per dredge and an average of 15·74 cents per cubic yard dredged.

The cost of maintaining and working the five floating derricks for unloading scows was $28,848.98, or $39.57 per day per derrick for 729 days aggregate service, unloading dredged material and an average of 11.52 cts. per cubic yard.

The cost of maintaining and working the two tugs which attended the dredges was $31,455.61, an average of $32.16 per tug per day, and an average of 12·76 cents per cubic yard dredged.

The cost of the scow service was $14,642.46, an average of 5·94 cents per cubic yard dredged.

The following are the comparative quantities and costs of dredging and unloading for 1906 and for previous years.

Years.	Cubic yards dredged.	Total cost.	Cost per cubic yard.	Kind of dredges employed.
		$	cents.	
1875	151,719	68,979	45	
1876	156,082	55,462	35·50	
1977	173,499	45,103	26	
1878	211,731	48,748	23	
1879	189,609	41,006	21·63	
1880	186,430	46,914	25·16	
1881	170,764	54,128	31·69	
1882 {	187,339	53,598	28·60	Spoon dredges and stone lifter.
	9,429	13,254	1,40·60	Elevator dredges.
	196,768	66,852	33.96	Totals and average.
1883 {	36,358	17,956	49·38	Spoon dredges and stone lifters.
	6,990	19,385	2,77·30	Elevator dredges—lifting rock.
	43,348	37,341	86·14	Totals and average.
1884	125,648	49,468	39·37	Spoon dredges and stone lifters.
1885	69,494	28,563	41·10	" "
1886	57,728	25,772	44	" "
1887	36,993	23,259	62	" "
1888 {	73,150	36,690	50·16	" "
	2,077	1,333	64·18	Elevator dredges.
	75,227	38,023	50·54	Totals and average.
1889 {	205,283	54,574	26.58	Spoon dredges and spoon lifters.
	9,420	2,996	31·80	Elevator dredges.
	214,703	57,570	26·81	Totals and average.
1890	186,670	53,674	28·60	Spoon dredges and stone lifters.
1891 {	259,267	49,571	19·12	Spoon dredges.
	43,290	14,232	32·87	Elevator dredges.
	302,557	63,803	21·08	Totals and average.
1892	361,947	93,595	25·58	Spoon dredges.
1893	235,280	93,050	39·55	"
1894	312,430	98,858	31·64	"
1895	496,528	99,400	20·02	"
1896	401,938	103,317	25·70	"
1897	284,844	68,211	23·95	"
1898	456,458	61,012	13·37	"
1899	963,131	100,163	10 77	"
1900	1,323,871	163,541	12·25	"
1901	1,359,221	190,242	14	"
1902	1,179,726	217,986	18·48	"
1903	854,510	226,736	26·53	"
1904	810,723	247,914	30·58	"
1905	324,187	141,059	43·51	"
1906	246,525	113,749	45·94	"

The cost and character of the dredging in different parts of the harbour in 1906 are given below. All the quantities are scow measurements from the tallied number of flat deck scow loads of measured average capacity.

The cost of dredging in each case includes its proportion of all the costs of maintaining and working the dredges, tugs and scows, but does not include the cost of unloading the dredgings from scows by derricks, which is separately given.

Windmill Point Basin South side deepening.—Shale and trap rock, partly blasted and partly not blasted, with some admixture of muddy deposit from parts of the deepening work and cleaning of the bottom made in previous years. Depth of water at time of dredging, 33 to 36½ feet; quantity dredged 1,050 cubic yards scow measurement. Expenditure $378.12. Cost per cubic yard 20½ cts.; unloading by derricks 11½ cts. Of this amount half was charged to places where the material was used and half to dredging account.

North side deepening.—Same material as above. Depth of water at time of dredging, 30 to 35 feet; quantity dredged, 2,025 cubic yards. Expenditure, $1,628.30. Cost per cubic yard, 69 cts. unloading by derricks, 11½ cts. per yard. Of this amount, half was charged to places where the material was used and half to dredging account.

Windmill Point Basin.—South side cleaning.—Loose rock, silt and mud with accumulation of coal and sawdust deposit. Depth of water at time of dredging, 25 to 35 feet; quantity dredged, 7,050 cubic yards. Expenditure, $2,580.92. Cost per cubic yard, 25⅒ cts.; unloading by derricks, 21½ cts. per yard. Of this amount, half was charged to places where the material was used and half to dredging account.

North side cleaning.—Same material as above. Depth of water at time of dredging, 26 to 36 feet; quantity dredged, 31,275 cubic yards. Expenditure, $14,475.64. Cost per cubic yard, 34¾ cts.; unloading by derricks, 11½ cts. per yard. Of this amount, half was charged to places where the material was used and half to dredging account.

Basin sections 12 to 14.—Between entrance to canal and Alexandria pier.—Material, rock, hardpan, sand and stones with some mud. Depth of water at time of dredging, 27 to 38 feet; quantity dredged, 39,225 cubic yards. Expenditure, $16,255.68. Cost per cubic yard, 30 cts.; unloading by derricks, 11½ cts. per yard. Of this amount, half was charged to places where the material was used and half to dredging account.

Basin section 15.—Between Alexandria and King Edward piers.—Material, silt and mud in detached spots. Depth of water at time of dredging, 29 to 32 feet; quantity dredged, 4,575 cubic yards. Expenditure, $1,299.12. Cost per cubic yard, 16⅞ cts; unloading by derricks, 11½ cts. per cubic yard. Of this amount, half was charged to places where the material was used and half to dredging account.

Basin sections 16 and 17.—Between King Edward and Jacques Cartier piers.—Material, silt and mud in small spots. Depth of water at time of dredging 29 to 37 feet; quantity dredged, 15,375 cubic yards. Expenditure, $5,093.28. Cost per cubic yard, 21½ cts. Unloading by derricks, 11½ cts. per yard. Of this amount, half was charged to places where the material was used and half to dredging account.

Basin, section 21.—Inside Victoria pier.—Material, silt and mud in small areas. Depth of water at time of dredging, 26 to 35 feet; quantity dredged, 6,825 cubic yards. Expenditure, $2,937,24; cost per cubic yard, 31½ cts.; unloading by derricks, 11½ cts. per yard. Of this amount, half was charged to places where the material was used and half to dredging account.

Section 36.—Dominion Coal Co's. berth.—Cleaning out silt and deposit alongside wharf. Depth of water at time of dredging, 28 feet; quantity dredged, 800 cubic yards. Expenditure, $307.26. Cost per cubic yard, 26⅞ cts.; unloading by derricks, 11½ cts. per yard. Of this amount, half was charged to places where the material was used and half to dredging account.

Basin, section 46.—Below Sutherland pier.—Material, sand for blinding roadways. Depth of water at time of dredging, 33 to 34 feet; quantity dredged, 2,400 cubic yards. Expenditure, $826.06. Cost per cubic yard, 24½ cts.; unloading by derricks, 11½ cts. per yard. Of this amount, half was charged to places where the material was used, and half to dredging account.

Sections 12 to 20.—Material, principally shale and trap rock, partly blasted in former years, with some silt and stones. Depth of water at time of dredging, 28 to 37 feet; quantity dredged 39,675 cubic yards. Expenditure, $18,992.42. Cost per cubic yard, 36$\frac{3}{8}$ cts.; unloading by derricks, 11$\frac{1}{2}$ cts. per yard. Of this amount half was charged to places where the material was used and half to dredging account.

Sections 21 to 36.—Ship channel in current St. Mary's. Material, hardpan, gravel, sand and boulders, chiefly in small detached shoals. Depth of water at time of dredging, 28 to 40 feet; quantity dredged 96,250 cubic yards; expenditure, $48,535.22; cost per cubic yard, 39 cts.; unloading by derricks 11$\frac{1}{2}$ cts. per yard. Of this amount half was charged to places where the material was used and half to dredging account.

Section 12.—Surplus dredgings to the extent of 8,625 yards were deposited by derricks in spoil bank near the ship yard. Half cost of material, charged to place of deposit, $1,766.59.

Mackay Pier.—Surplus of dredgings were deposited by derricks during the season on the lower end of the guard pier, principally on the outer side. 110,660 cubic yards. Half cost of dredging and derrick work charged to place of deposit, $24,340.61.

Sections 50 to 53.—Spoil bank on river beach. Surplus dredgings, that is dredgings beyond those which were required for construction work, to the extent of 80,265 cubic yards, scow measurement, were deposited by derrick along the river beach in sections 50 to 53, in such way as to be available for forming part of future wharf filling or embankment for extension of railway tracks. Half cost of dredging and derrick work charged to spoil bank, $18,715.

Appended are tables giving additional particulars of the dredging work and dredging plant, and of the repairs done in 1906.

Yours respectfully,

(Signed) JOHN KENNEDY,
Chief Engineer.

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